WEEK OF NOVEMBER 24 through NOVEMBER 30, 1966 VOL III NUMBER 46

CYCLE NEWS 15¢

8TH ANNUAL DIRTDIGGERS HOPETOWN-CORRIGANVILLE-THE SIMI RANCH-MOVIETOWN-INTERNATIONAL MOTO CROSS GRAND PRIX AND MUD SCRAMBLES RIDES AGAIN!

(BEGINNING ON PAGE 4)

A SMALL PORTION OF THE CROWD WHO TURNED OUT FOR THE ANNUAL CLASSIC.

GARY CONRAD, NO.15D IN ACTION. GO GARY, GO!

LEFT: TORSTEN HALLMAN WHO PROVED THAT RIDING EVERY DAY AND RUNNING 5 MILES A DAY PAYS OFF! A WORLD'S CHAMPION IN ACTION.

ABOVE: THE BEGINNING OF THE 250 AMATEUR BASH, RIGHT BEFORE (105D) WENT DOWN IN FRONT OF THE WHOLE GANG-AND LIVED TO TELL ABOUT IT!

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

SECOND CLASS
DATED MATERIAL

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

SUNDAY, NOV. 27th.

MUD SCRAMBLES – Olympic Peninsula M.C., P.O. Box 723, Pt. Angeles, Wash. 98362.

TT SCRAMBLES - Las Vegas, Sunrise Speedway. Vegas Valley Dr. East of Nellis Blvd. All Classes, powder puff, sweepstakes trophy, Practise 9, racing at 10 am AMA sanctioned, y'all come, hear!!

HARE SCRAMBLES - Pathfinders M/C Club of Fresno, at Three Rocks, 15 miles south of Mendota, Calif. Spark arrestors will be mandatory for all entries unless we get rain. Limed from Hwy 33 to course, located in the western San Joaquin Valley Hills, similar to Panoche. Very few rocks, plenty of bumps, sage brush, sand, up and down hill and other tests of skill. Approx. 125 miles, gas about 60 miles out on the course. AMA sanctioned. We will ride rain or shine. Entry fee $2.00. Refreshment and restroom facilities available. Starting time 11 sharp. 4 laps.

POKER RUN - Hi-Jinx F.M.C., small and large bikes, over 100 miles, (no freeways). Limit 100 entries (call 868–9997). Entry fee $1.25 Starting time 9 am sharp. Meet at Jenkins Sports Center, 13200 San Antonio Dr., Norwalk, Calif.

HARE AND HOUND - San Gabriel Valley M/C presents Pacific Southwest Championship, limed north from Adelanto, Hwy 395, lots of gold, all classes, Saturday night campout. Starts 10 am.

IRON HORSE ENDURO - Bay City Motorcycle Club, course approx 115 miles, mostly dirt, 24 mph average. Start and finish at Lucerne, Calif. Rules and sanction of AFM, mufflers required, unlimited traction, no chains, spark arrestors required. Number assigned according to postmark on entry. Main to 2180 A Folsom Street, San Francisco, Calif. Start at 8:01 am.

ENGLISH TRIALS, Richmond Ramblers M/C Northern California Championship, AMA sanctioned. Rain or shine, women's class if sufficient entries, man miles trophy. Signup starts at 8 am, Class B trials at 10 am, Class A at 1 pm.

FRIDAY, DEC. 2nd.

INDOOR SHORT TRACK, 1st Annual, AMA sanct. Cow Palace, San Francisco, Calif. ½ of proceeds to Herbert Hoover Memorial Boys Club. Practice 3 pm, gates open 6 pm, time trials 7 pm, 1st race 8:30 pm.

Lets go to a motorcycle event this weekend.

DECEMBER 3 & 4th

2nd ANNUAL INDIO TOUR -Pacific Coasters & Indio Chamber of Commerce. Nat'l Date Festival fair grounds. Hwy 111 Indio, Cal. Over 100 trophies, Santa Claus for the kiddies. Souviners for all entrants. Camping at fairgrounds. sign-in 2–6 pm. No official start 5–8 Dinner on Sat. For further info call 835–0778 (714).

SUNDAY DEC. 4th

HARE SCRAMBLES - Cycliers of Bakersfield promise lotsa trophies for this one. Limed from Bakersfield Speedway. Entry fee $2. Race starts 10 a.m. Six scooters made a scene. For info call Bruce Masterson, 399–1423 in Bakersfield.

SHOT GUN ENDURO - Yello Jackets M/C, 13th Annual enduro. Rain or shine. AMA sanct. entry fee $3.00. post entry $4.00 Entries close Nov. 30. first rider out 9:01 am, 24 mph average for the approximately 100 mile course. Gas on course. For information or entry blanks, contact Bernie's Harley-Davidson Sales, 1693 El Camino Belmont, Calif. Phone LY 1–8979.

VENTURA TT, - Pit gates open 10 am, practice 12, first race 1 pm. ACA sanct, sportsman event. Open to all classes. Ventura Fairgrounds

SATURDAY, DEC. 10th

INDOOR SHORT TRACK - 1st annual, AMA sanct. Cow Palace, San Francisco, Calif. Gates open 6 pm, time trials 7 pm, 1st race 8:30 pm.

SUNDAY, DECEMBER 11th.

TT SCRAMBLES–Hayward M.C. at Hayward Speedway, just off Nimitz Fwy near Hayward, Calif. Practice at 6, racing at 8 p.m.

TT SCRAMBLES – At Mesa Speedway by the Oilers M.C. of San Diego. Practice 9 a.m., race at 11. Club completion trophy, jump contest, LAST TT of the year. Don't miss it.

TT SCRAMBLES - Riverside Bombers M.C., all classes, at Perris, Calif. All lightweights at 8 am, to 11a m, Big bikes Am & Ex at 11 am Big bike novices 2 pm, Gate open 7 am, Entry fee $1.00, donation $1 Ambulance fee 25 cents, children under 12 free. Regulation number plates required, no substitutions, 6 entries make a class, point run, Novice, Amateur, Expert cards must be shown for classification.

NATIONAL ROAD RACE, A.C.A. sanct. at Riverside International Raceway, open to all Grand Prix and production classes. Pit gates open 8 am, practice 9 am, first race 12 noon.

DECEMBER 15 to 18th.

INTERNATIONAL SPORT CYCLE EXPOSITION–at Brooks Hall, San Francisco. All new models and special interest bikes on display. Business office: 180 El Camino Real, Millbrae, Calif. (415) 692-2981 John Renesch.

SATURDAY 17th

INDOOR SHORT TRACK - 1st annual, AMA sanct. Cow Palace, San Francisco, Calif. Gates Open 6 pm, time trials 7 pm, 1st race 8:30 pm.

THURSDAY, DEC. 22, 1966

LAST ISSUE OF CYCLE NEWS - for two weeks while we take a little holiday. GASP-

OPEN HOUSE AND CONTEST PRESENTATION - Cycle News will hold open house from 1 p.m. til 7. Presentation of "Bike of your dreams" winner at 7 p.m. sharp.

FRIDAY, DEC. 30th

INDOOR SHORT TRACK - 1st Annual, AMA sanct. Cow Palace, San Francisco, Calif. Gates open 6 pm, time trials 7 pm, 1st race 8:30 pm.

THURSDAY, JAN. 12, 1967

FIRST ISSUE OF CYCLE NEWS-for 1967. Hope you missed us during the holidays.

SATURDAY, FEB. 18, 1967

DRAG RACES AT STARDUST - First time ever at Famous Stardust Hotel drag strip, Las Vegas, Nev. Reg Sheldrick promotes, assisted by Bob Ebeling.

Weekly

EVERY FRIDAY NIGHT

CLASS A SHORT TRACK – Vallejo Speedway, Vallejo. AMA-sanctioned. Time trials at 7:00 p.m., first race 8:30. Just across new bridge from San Francisco, 59 miles west of Sacramento.

DRAG RACING – Carlsbad Raceway, opens 5:00 p.m., eliminations at 8:00 p.m. Handicap system, large Top Bike trophy. Pac. Cst. Hwy. 101 to Palomar Airport Road turnoff, then east past airport to Raceway.

EVERY SATURDAY NIGHT

NIGHT TT SCRAMBLES at Elsinore Race Track. All classes and many trophies. Two ambulances. Practice starts at 6 p.m. Near city of Elsinore, Calif.

SATURDAYS

DRAG RACE – Irwindale Raceway. 1:00 p.m. on Saturdays. Trophies, plus cash bonuses for street, fuel and gas classes. Take San Bernardino Fwy. east to Orange, North on Orange which becomes Irwindale Ave., to Raceway.

DRAG CALENDAR

IRWINDALE RACEWAY
Saturdays Gates open at 1:00 p.m. San Bernardino Fwy. east to Rivergrade Rd. North to Arrow Hwy, east to Irwindale Ave. and north to strip on left side of street.

SAN DIEGO DRAGWAY
at Ramona, Calif. Each Sunday gates open at 8:00 a.m. Hwy. 395 or 5 and 78 to Escondido and Ramona. Located near Airport.

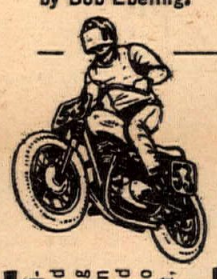
LIONS DRAG STRIP
Saturday & Sunday Gates open 1:00 p.m. Sat. and 9:00 a.m. Sun. One block south of San Diego Freeway at 123rd and Alameda

CARLSBAD RACEWAY
Sundays 9:00 a.m. 7 miles east of new Fwy. #5 on Palomar Airport Rd.

FONTANA RACEWAY
San Bernardino Fwy. east to Etiwanda, north to Foothill Blvd., east to strip on left or north side of Blvd. Gates open at 8:00 a.m.

MADERA DRAG STRIP
Every second Sunday, Madera, Calif. Gates open at 9:00 a.m. No Fuel Bikes! Gas or street welcome.

FRESNO DRAGWAYS
Fresno, Calif. 4th Sun. of month. Gates open at 8:00 a.m. For info: Blackie (209) 834-5078.



ATTENTION PUBLICITY COMMITTEES -- Be sure to send Cycle News notice of your coming events and we will list them in this department free. A post card or a poster will do. Be sure to include directions to the event, starting times, etc.

AMA SANCTION SCHEDULE - 1967

DATE	LOCATION	LENGTH	CLASS
March 13–19	Daytona Beach, Fla	200 Mile	Road Race
May 7–28	left open		
June 4	Lincoln, Ill	7 Mile	1/2 Mile
June 11	Heidelberg, Pa.	15 Mile	1/2 Mile
June 17–18	Loudon, N.H.	100 Mile	Road Race
June 25	Charity Newsies	10 Mile	1/2 Mile
July 2	Tulare, Calif.	5 Mile	1/2 Mile
July 7–8	Castle Rock, Wash.	30 Lap TT	TT
July 16	Portland, Oregon	20 Mile	1 Mile
July 21	Ascot, Calif.	50 Lap	TT
July 30	Dayton, Ohio	6 Mile	1/2 Mile
Aug. 6	Des Moines, Iowa	110 Mile	Road Race
Aug. 13	Peoria, Ill.	20 Lap	TT
Aug. 17	Santa Fe, Ill.	short track	short track
Aug. 20	Kenosha, Wisc.	50 Mile	Road Race
Aug. 25–27	non-National, Sedalia, Missouri		
Sept. 9	Ascot, Calif.	8 Mile	1/2 Mile
Sept. 18	Carlsbad, Calif.	75 Mile	Road Race
Sept. 24	Sacramento, Calif.	25 Mile	1 Mile
Oct. 1	Oklahoma City, Okla.	9 Mile	1/2 Mile
June ?	Jack Vanino	12 Mile	1/2 Mile
ENDUROS			
March 7	Georgia Crackers M/C	75 Mile	Enduro
Oct. 1	Chatauqua Cyclists	100 Mile	Enduro
April 23	Dist. 36 Sports Com.	125 Mile	Enduro
Oct. 1	Meteor MC	135 Mile	Enduro
Sept. 17	Schuyler County MC	150 Mile	Enduro
May 7	Mid-West National	175 Mile	Enduro
Oct. 15	Mid-West Enduro Team	200 Mile	Enduro
May 28	Enduro Riders Assn.	250 Mile	Enduro
Aug ?	Riverside Bombers	275 Mile	Enduro
July 3 or 4	Pasadena MC	500 Mile	Enduro
SCRAMBLES			
April ?	Dist. 37 Sports Com.		Hare Scrambles
No date	Dist. 37 Sports Com.		Hare & Hound
Sept. 16–17	St. Louis Cyclettes MC		24 Hour Marathon
Oct. 15	Florida H/D Assn.		Sportsman R.R.
August ?	White Rose M/C ($3500 purse)		Class A Hillclimb

Thanksgiving Weekend

TT Motorcycle Races. Open To All Amateurs

5 mile race, around 1-1/2 mile track. Starting at and going a half mile straight-a-way, 1/4 mile hill climb and sand traps; downhill through a canyon for a 1/2 mile and over dips for a 1/4 of a mile.

Special

Free practice on Thursday, Nov. 24, with races beginning Friday. Gates open at 9:00 a.m.; 1st race at 1:00 p.m. Send entries to: P.O. Box 211, Lucerne Valley, Calif. or call (714) Cherry 8–7569, between 7:00 a.m. - 10:00 p.m. Be sure to include which class and type of bike. Entry fee will be $1 per race.

FACILITIES WILL INCLUDE FREE PARKING AND CAMPING, FIREWOOD WILL ALSO BE AVAILABLE FOR CAMPERS. TRAILERS WELCOME.

Fife's Pitmen Track&Cycle Center

GRAND OPENING NOV.24-27

Location:
3 miles Southeast on Hwy 18 from Lucerne Valley, turn right at 8 x 10 sign and follow arrows to track. (Approx. 1 mile on hill to right.)

$1.50
admission - children under 12 free for the whole weekend

SPORTSMAN TT Sunday Dec. 4th Ventura Fair Grounds

1966
M.R.I. TROPHY PRESENTATION & DANCE

Motorcycle Racers Inc. Cordially invites you to the 1966 Trophy Presentation and Dance to be Held: SAT. NOV. 26, 1966 at 5250 W. Imperial Hwy. (at the San Diego Frwy, Inglewood) Time 8:30 p.m.
Admission - $1.50 per person
Entertainment 10 p.m.

COMP. CLUBS
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VOICES

In Case You "Wanda-ed"

The CYCLE NEWS coverage of the 12th Annual Death Valley Motorcycle Tour was very good, and will be much appreciated by everyone who took part in it, either as riders or as sponsors.

But why couldn't you get our names correctly? Seriously, I do realize that with all of the events that took place it would be a task of almost impossible size, but, at any rate, **for your information**

CUSTOM CLASS
Best Motorcycle and Girl—under 350cc
Mickie Sprague
Placentia, California
Best Motorcycle & Couple—under 350cc
Charles Bycroft and Wanda Thompson
Santa Ana, California

O.K., maybe I'm pushing, but this was our first motorcycle tour with our custom '65 Honda, and even though we had no one competing against us, we did our very best.

I'm kind of proud of "WANDA'S HONDA", for several reasons.

This machine won two trophies in 1965, as best dressed stock machine, one at The Poker Run of The Road Ramblers, and the other at the benefit run, Operation Mercy.

It was entered in the Death Valley tour last year, but en-route, was totally wrecked, as I was, spending 3½ months in a coma afterwards.

For this year's tour, the machine was totally rebuilt, and reworked, all by my good friend, Tommy Thompson. His wife, Betty came up with the color scheme, and made our dress uniforms for us. Their 13-year daughter, Wanda, is my constant riding companion, hence the name of the machine.

However, enough is enough, just keep your good newspaper coming for all the motorcycle people, road riders, racing, and all. It is the best.

CHARLES H. BYCROFT
Santa Ana

Peter Who?

Who is P. Rachtman The Great White Father of motorcycledom? He writes like a product of the great herd. Everyone agrees that wearing a crash hat should be up to the individual, not some big mouth do gooder and the State of Calif. Yet Mr. Rachtman states that the sooner this law comes into effect the better for all of US.

I say Mr. Rachtman has no right to express any opinions that includes US, especially written. As beginners, most people that I have talked to would like an off the street or highway place to practice until they familiarize themselves, which would lower the accident rate I'm sure. If Mr. R. has a bone to pick with Time mag. or his insurance co. he should bring it out in the open so that all motorcyclist may join the fight.

BOB ELLER
Santa Monica

What Is Sportsmanship?

In reference to that great paragon of sportsmanship, Tony Soto. Mr. Soto's idea of sportsmanship seems to be in collecting the free gold given out by the RRC in the form of trophies.

In the run he was referring to sponsored by the California Eagles, due to the large turnout the departure was delayed till 9:20, and the extra 20 minutes was allowed at each check point. I left Paramount at 8:45 and riding well below legal speeds and taking a break of at least 15 minutes at each check point, I was about an hour ahead at each check point. Oh yes I got lost, probably at the same place he was referring to as marked in error. I was still an hour ahead at the check point. My motorcycle in stock, legal, and cost me under $500. Mr. Soto will tell you without you even asking that he has $5000 invested in his bike, and has at least 2 trophies as to what a great machine it is.

Soto says he was 15 minutes late at the finish line, and they disqualified him for the judging. He was actually 40 minutes late, using the time advertised on the conditions given at the time of admission to the run. Mr. Soto rode in and put his bike on the judging line, and without checking about sign-in, he started putting his equipment out for the exhibit. When he was told he was too late for the judging, he threw a tantrum that would have been disgusting if a three-year-old boy had tried it. I have never known them to hold up a race at Ascot or at any of the Hare and Hound races or anywhere else because your bike, or anyone else's caught fire or was wrecked. As to Mr. Soto putting out a fire or being a good Samaritan, I do not know. He may have put out a fire or gone for an ambulance, but no bike turned up at the finish of that run that looked like it had been in a fire. The time allowed and the time he took would easily have allowed him to do that and still make it. Instead of taking his disqualification like a sportsman, and either keeping quiet or going home, he stayed there all afternoon using abusive language to any of the officials who would listen. I do sensure the California Eagles for allowing him to stay on the grounds and behaving himself in the way he did, even if they had to call a policeman to remove him.

I am not a member of the Eagles nor any club who were helping out at that run, I am only writing you to keep the records straight. If Mr. Soto is a sportsman, I will withdraw my claim to ever being, or having been one.

T.H. TURNER
Downey

P.S. Mr. Soto's equipment, including firefighting equipment was virtually spotless when he arrived at the sign in point.

("Maybe he took a moment to clean it?")

When You're Out of Points...

Dear Chuck:

If you have any doubt that district 37 heavyweight desert riders read your paper you should receive my phone calls. You published my list of all riders who had earned points in desert heavyweight as of Oct. 1, 1966. I thank you for that but I wish that somewhere in your paper you would clarify one point. (No fault of yours, mine, or the district 37 sports committee.)

THERE IS A MISUNDERSTOOD THINKING THAT JUST BECAUSE YOU FINISH A DESERT EVENT YOU WILL EARN POINTS. WHEN THE POINT CHART GOES DOWN TO ZERO THERE ARE NO MORE POINTS.

I should say that I am elated to be elected to a fourth term on the district 37 competition committee but I was actually hoping to get out. I have enjoyed the association with the riders and the sports committee and now that I am still in I will make the best effort.

CAL MAKELA
Monterey Park

All-American Worldbeater Talk

Get on the stick Chuck Clayton. A 250cc 1 cyl. 2 cycle engine is made in L.A. and some are in bikes. The engine has run at Ascot and turned excellent lap times. It is manufactured by Standun Machine Co. and designed by Bill Smith. A complete U.S.A. engine and stronger than any Bultaco or Honda or whatever.

ROCKY SHAPIRO
Concord

("You've been reading those old magazines again, Rocky. The Standun, like the Crocker, the Indian, Van Tech, Ocelot, etc. hasn't been manufactured for years.")

A What beater?

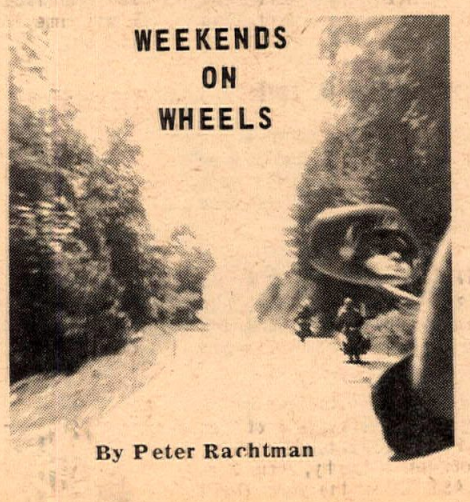
A recent issue of Cycle News carried a photgroph of our new Yetman/Ducati conversion under a title of "World Beater part 2"

Since the publication of this issue. we have had many customers inquire as to the meaning of this title, and since we could give no knowledgeable answer we thought you might have a moment to drop us a line of explanation.

We sincerely appreciate your coverage of our products in your fine publication. We have found Cycle News to be a very effective advertising media.

The Yetman Corporation
David S. Yetman
Beverly, Mass.

(The two-part "world-beater" editorial in Cycle News was intended to start readers working toward building an "All-American" motorcycle to compete against the factory specials currently being imported for racing. Apparently, as evidenced by your letter, our campaign is starting to attract attention. We had suggested that your frames might serve as a starting point.")



By Peter Rachtman

Some of the 1967 models have already been introduced, and as yet there haven't been too many earth-shaking changes or developments.

That new purple and gold paint job on the Triumph Bonneville is pretty far out...BSA has made a few nice changes on the Victor. (A new longer seat and the addition of passenger foot pegs help to make this outstanding dirt bike a little more practical as a dual purpose machine l..and Suzuki has brought out their X-6 Scrambler.

Hoping for a little more excitement than these modest changes offered, I decided to do a little sleuthing to see if there weren't some really new developments promised for the coming year.

450 Scrambler Coming Closer to Reality

It's beginning to look more definite that Honda will have a 450 Scrambler out in the very near future. I understand that there is one and possibly even two prototypes of this new model at American Honda in Gardena. After seeing both the 160 and 250-305 Honda Scramblers wherever I go, I not only am quite sure that I already know what this new bike will look like, but am also fairly sure that it should sell in large numbers. The sporty looks of the scrambler model should help the sales of this exceptional motorcycle. Many people felt that last year's 450 road version was one of motorcycledom's outstanding values, but that its styling kept it from gaining larger sales.

* * * * * * * * * * * * * * * * * * * *

Further along this "if you can't beat them...join them" philosophy, I understand that Royal Enfield will be bringing out a 750cc "Custom Street Scrambler" which should debut around Christmas. I can't really understand how anyone can mass produce a "custom", but from what I hear, this will be an ultra-sporty, ultra-fast street and sports machine with TT pipes. It is being designed strictly for the American market and should create considerable excitement when it arrives.

* * * * * * * * * * * * * * * * * * * *

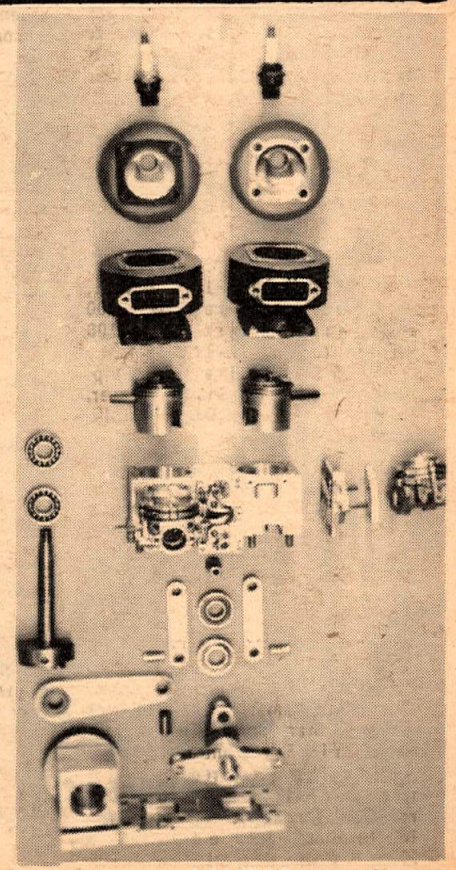
Every time I pick up a motorcycling publication, someone is making the run from Tijuana to La Paz. A friend of mine has just gone into training... he claims that he is going to be the first to make the thousand mile trip on a Cushman Eagle.

* * * * * * * * * * * * * * * * * * * *

When I started writing this column, I decided to subscribe to and/or join everything in sight. So far the only

(Continued on page 22)

By Chuck Clayton



Component parts of the Wilkinson engine are laid out in the order they assemble. Upper end (pistons, rods, cylinders barrel, heads and carburetors) are borrowed off a pair of $5 war surplus stationary motors. Any conventional engines can be adapted to the Wilkinson lower end. Although the plans are for building a two-cycle engine, a four-cycle setup can also be devised.

NEW TOY FOR GROWNUPS

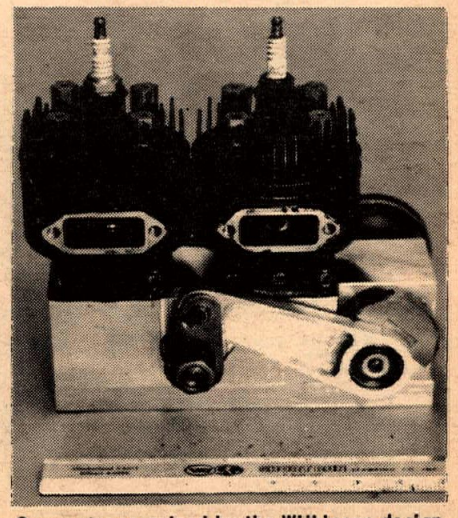
Detroit, look out! Japan, start to shudder ... England, you might as well pull the plug because a Los Angeles inventor has found a way around the high cost of making engines to power motorcycles.

Ever since we described the Wilkinson Wiggle-Waggle engine in our "Wanted, an all-American Worldbeater" series a couple of weeks ago, letters and phone calls have been received asking for more details.

Relax, though Detroit, England and Japan. John Ray Wilkinson the aforementioned inventor, isn't making any plans for immediate production of motorcycle engines. Yet. He's only making plans to make plans. Plans of the engine, that is, available to readers of Cycle News who would like to have a little winter project guaranteed to keep them amused indefinitely.

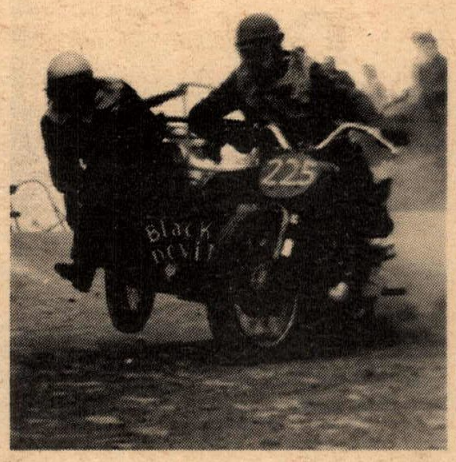
Inspiration for the wiggle-waggle

(Continued on page 17)



Compactness gained by the Wilkinson design is illustrated in this view. Engine measures 8"x10". Engine gets its nickname "wiggle-waggle" from the back-and-forth action of the "thumb" (center) when running.

The 250 Amateur class, with T. Griebel from Nevada leading.



Above: Sidehacks started out dry, finished in the rain. Below: A Suzuki rider digs out in the 125 class.

CORRIGANVILLE

If your name is Gary Conrad, crossing up is often the fastest way around.

It's Steve Scott leading with John Rice right behind. But who's that behind? Torsten Hallman, that's who.

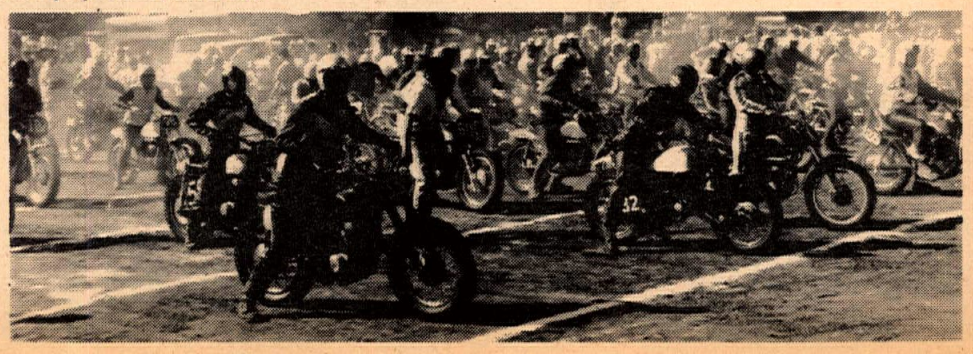
Left: The sizzling Swede found his way around quickly. Malcolm Smith studies the line Torsten Hallman takes through the waterhole from his watching place high in an oak tree, as Hallman wins the second heat on Saturday.

D.D.M.C.G.P.

The 250 Experts bank right at the end of the back straight, thundering into lap one.

Above: Dewayne Keeter, Montesa-mounted, head down and wailin'.

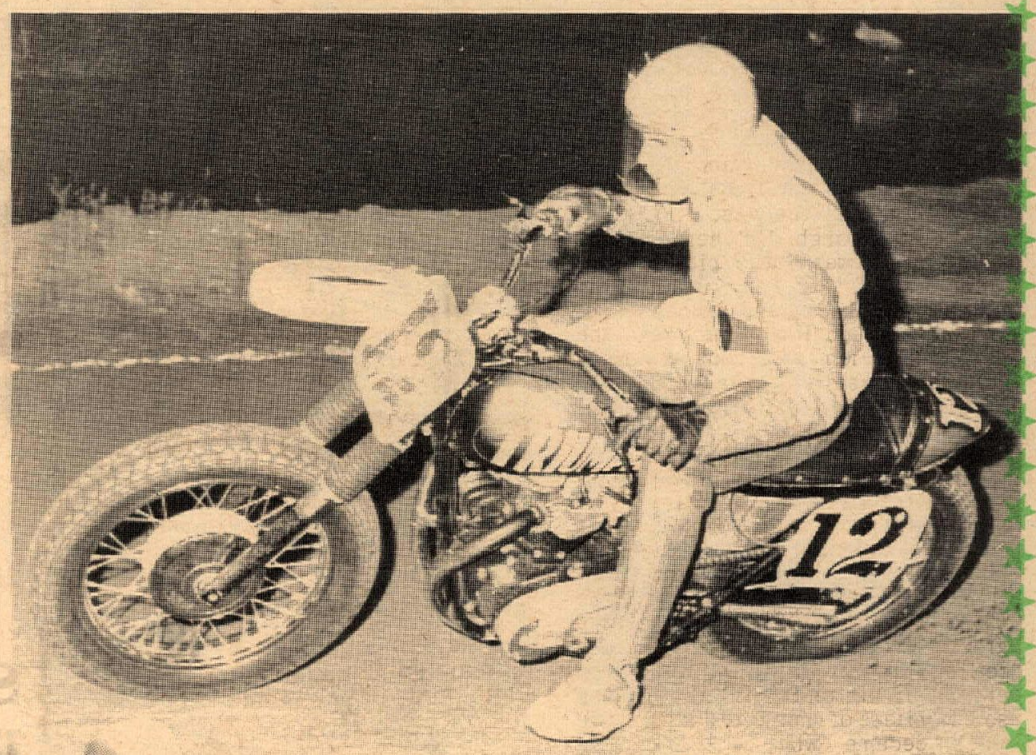
Above: The 21" class blasts through the straw filled mud hole before everything floated away. Below: Gary Conrad, believe it or not, is under control; he didn't lose it. Below: The 250cc novice class prepares for blast off.



JOIN THE 1966 TRIUMPH VICTORY PARADE

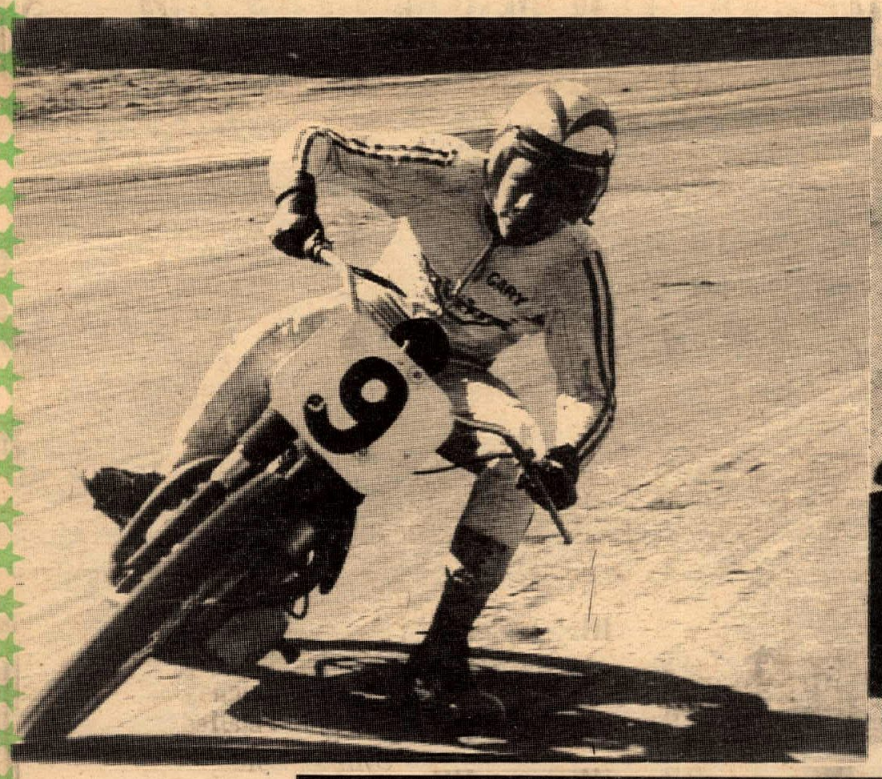
EDDIE MULDER #12

1st ASCOT GRAN PRIX 100 LAP TT
1st CASTLE ROCK TT NATIONAL
1st PEORIA TT NATIONAL
1st ASCOT PARK 50 LAP TT NATIONAL



GARY NIXON #9

1st 50 MI. NATIONAL, SPRINGFIELD, ILL.
1st 110 MI. NATIONAL ROAD RACE
DES MOINES, IOWA



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HOPETOWN STORY

By Maureen Lee

Simi Ranch (Hopetown) was the scene of the first International Moto-cross scrambles ever held in this country. The DirtDiggers Motorcycle club and the A.C.A. ran a great race this weekend and turned it into a beautiful classic-type event.

There are so many riders, so much to see and try to see and the track is so big, that it overwhelms the senses until the experience of this event is felt rather than written or read about. We all came home with many new impressions.

Impressions like watching Torsten Hallman, the 250cc World Moto-cross champion from Sweden on a Husqvarna turning in laps faster than anyone has ever ridden the track before. And even if you had some idea in your mind how a World's Champion would look in action, it is a thrilling experience when you see him! Talking with Torsten, you're not disappointed either, he behaves as all great racers do, polite, well-mannered and knowledgable about his profession. What about his impressions? When asked how he liked the track Torsten replied in almost impeccable English, "I like it, but it is a little fast. The back section is the best because it is tight and rough. But here, I think (gesturing towards the pit straight) it is too fast."

Malcolm Smith, the young Husqvarna rider and Paul Hunt were the only local men who could actually stay within real shooting distance of Hallman at times. Riding with consentration and a smile on his face but plagued with plug-foulingproblems. Malcolm took fourth place both days in the International class. The crowd was considerably impressed by Hallman, but Malcolm was their local favorite!

We were impressed also by the Ekin's, Dave and Bud riding on the great surface we had Saturday in real California weather, and then charging again on Sunday on the three solid miles of mud and slime the track became when it rained and rained and RAINED.

The beautiful Rickman Metisse machines ridden by Bud Ekins to a third in the International event Sunday and by Walt Axthelm to first in the Open Expert class under conditions that couldn't have been worse in Siberia.

We thought that we were about to see a rider killed when in the 250 Amateur class, the leader went over the handlebars in the first turn, and jumping up ran back through the dust cloud and the whole pack of riders, found his machine, restarted and rode off without one other rider hitting him or going down because of him! Incredible!

We watched Gary Conrad's Greeves refuse to start at the beginning of the 250 International heat Saturday. Unable to transfer to the second heat, Gary was allowed to ride the 250 Expert class instead, and still the Greeves wouldn't start. So Nick Nicholson, the Greeves distributor dashed down to the Town where he had a new Challenger on exhibit, fired up the brand new machine with zero miles on it, brought it back and Gary proceeded to go out and win the class hands down.

Watching Steve Scott slide and charge around the track in hot pursuit of Torsten Hallman to end up with second place prize money aboard a Bultaco which was a used bike that had been sitting on the floor at Bultaco-Western, waiting to be sold.

The impression of watching John Rice who always rides like John R. (flat-out!) going great aboard a Husqvarna, only to be knocked out of the second International Moto-cross because some idiot had thrown a beer can out on the track. It wedged up under his rear fender stopping the wheel and the result was that John took a chin-first header into a rock with some stitches scheduled for the end of the day.

Watching Frank Macklin, who has been out of serious competition for quite a while (although he still plays in the desert) working his way up through the 500 Amateur-Expert class to first place in spite of the great early leads that Art Heinrich and Mike Chamberlain had built up.

There were impressions at the mud-hole on the back straight Sunday and at the incredible spectacle of the big-bore riders plastered in mud struggling through, some falling down or spinning out every lap while others seemed automatically to find the right path and blasted through in showers of mud and slop.

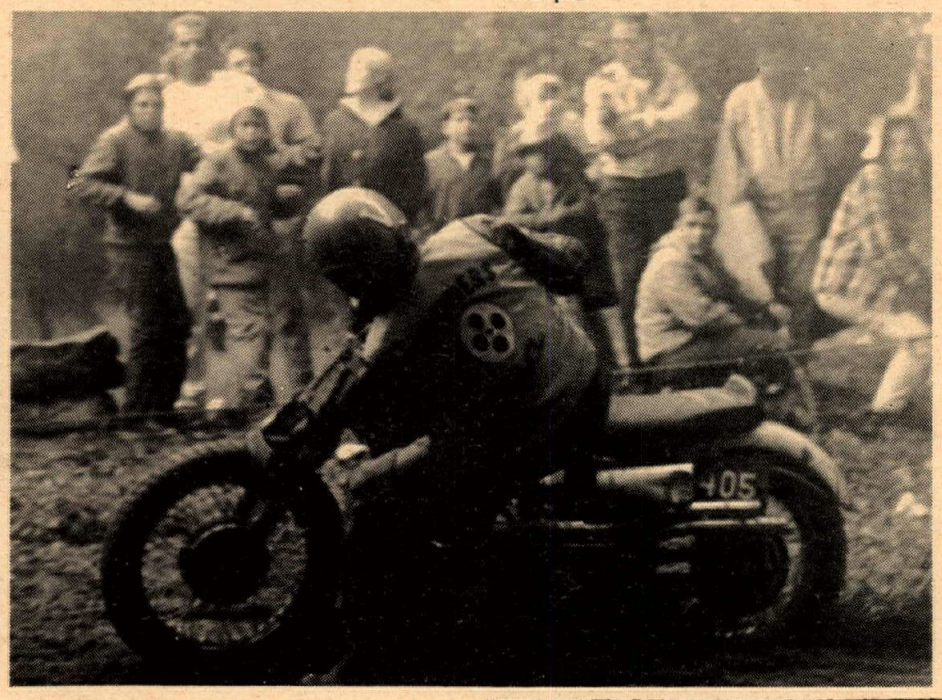
Watching Hoppy Hopkins on the only Grand Prix Victor in these parts riding hard to a finish in the International, and although his machine looks like our Victors, you sense there is a considerable difference! And Paul Hunt on a Matchless G-80CS riding beautifully to a second place on his last day in the States before flying to Hawaii to be married and then on to New Zealand for the Moto-cross series there.

The impression that in spite of all the furor going on in local racing circles, our last remaining great classic event will continue to get better and better. This year it was surely the greatest spectacle ever, with a true International flavor, and the biggest crowds Simi has ever seen. Crowd control was excellent, there were abundant facilities. The course was challenging.

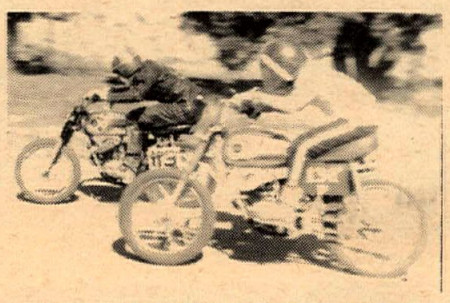
After two days solid spent there, impression after impression goes through your mind, but the one we want to end up with is "only in California" as we think of Paul Hunt and Hoppy Hopkins talking race strategy in pouring rain under a violet umbrella with "Mary Poppins" written on it!

(Results on page 15)

Walt Axthelm winner of the Open Amateur-Expert class, outstanding on a Rickman Triumph.



Above: Viewfinder tries movie stunts to stay aboard. Below: Scott Autrey, all tucked in, tried hard to pass R. Montgomery.



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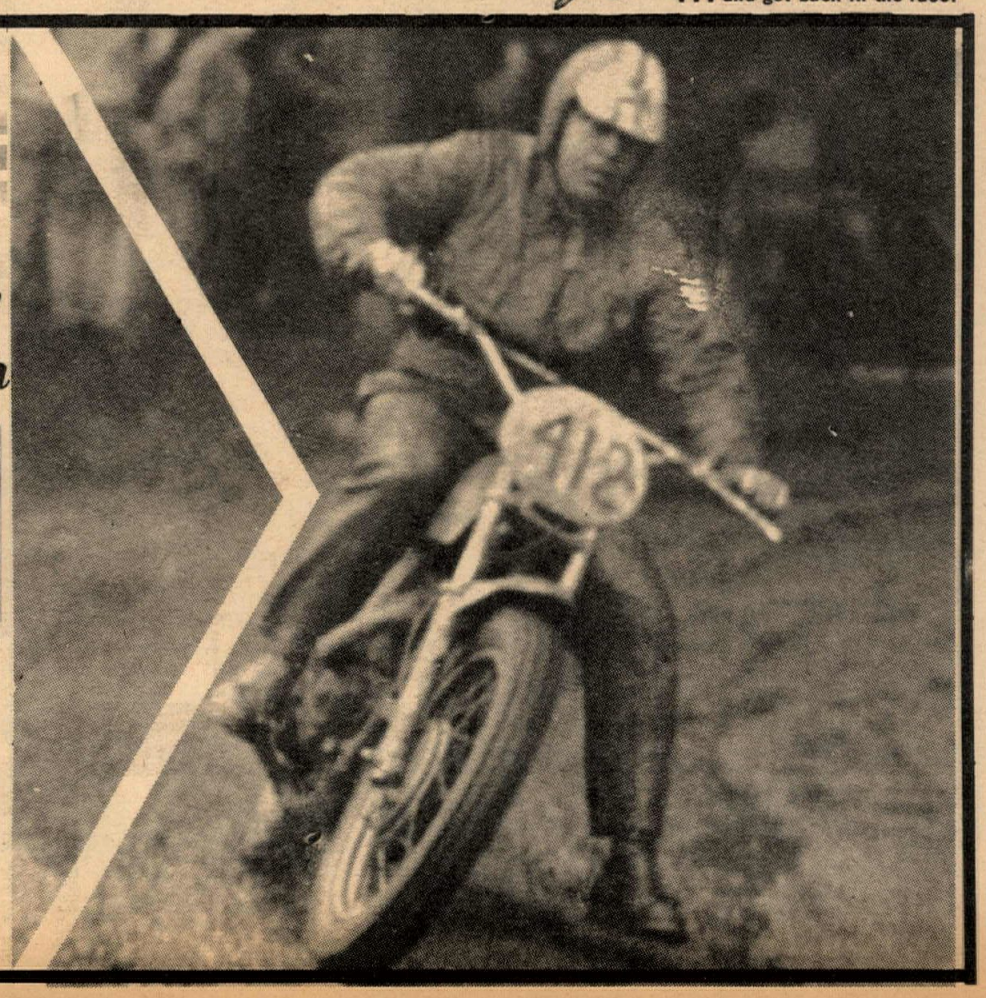

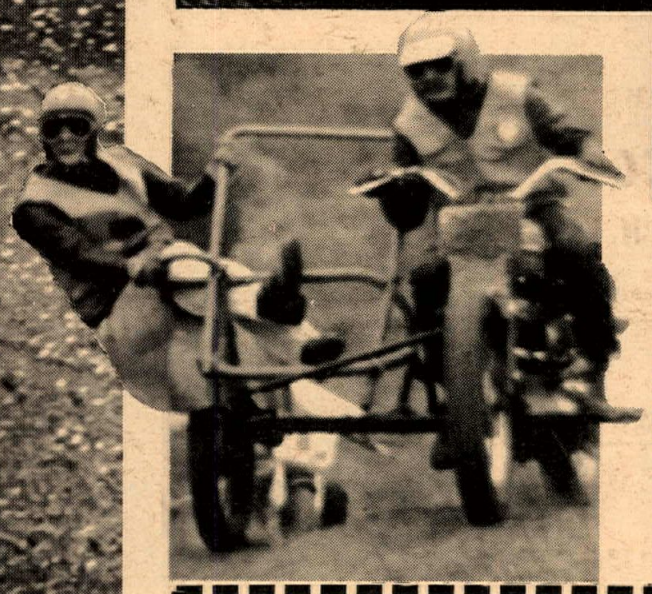

TOP LEFT: Torsten Hallman demonstrates European racing style of keeping mud out of eyes! TOP RIGHT: Tilt! LEFT: Sidecar aces, Jerry and Gary (Person and Weber) charging through the rain. BOTTOM LEFT: A pyramid of cycle stars places top-money winner Hallman up there with $800 and lovely Miss California Sue Bradley. To her right stands Steve Scott and Lloyd Lingelbach. There on the left are Preston Petty and Malcolm Smith and directly in front of Miss California is lanky John Rice. California sportsman racers were glad to let the Swede take home most of the professional money. They are used to racing for free. However each took home a check for $$$.

Photos by Maureen Lee, Joe Lopez and Chuck Clayton

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The official DirtDiggers program this year was a beauty, with plenty of pictures of the action from years gone by, plus some good ads, and was as neat a job as you'll see anywhere. We understand that Don Kemp of the DirtDiggers was responsible for the layout.

Later in the day, counting the largest gate that Hope Town has ever had, Don quipped, "We made a mistake not running with an A.M.A. sanction. Ho, Ho, Ho!"

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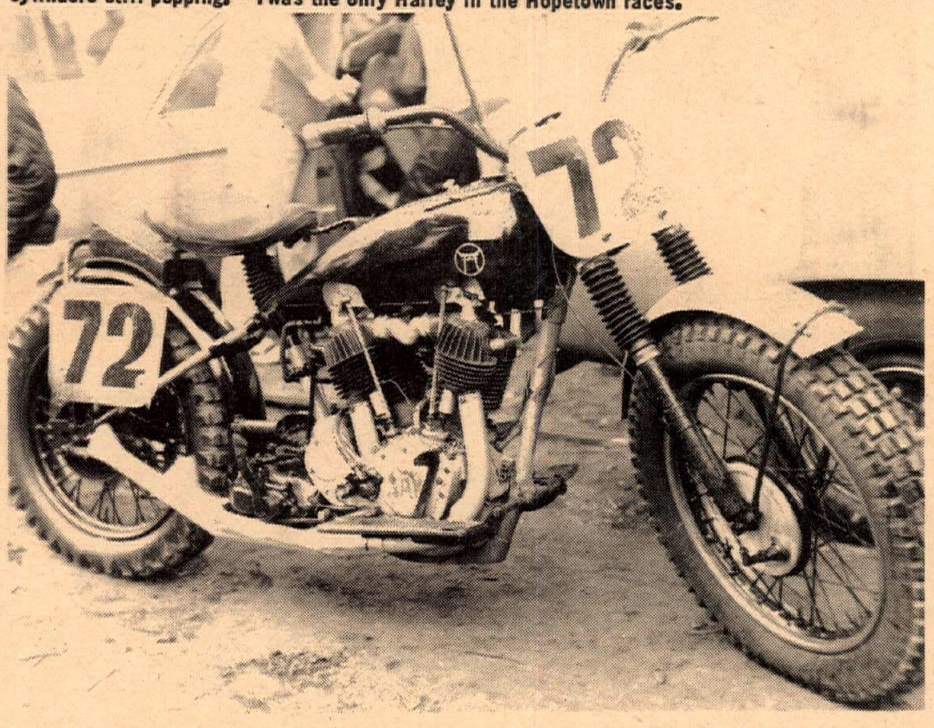
HOPETOWN continued

Above: Guess who, again. Below: D. Moseley campaigned on a White Tornado.

Above: Althogether out of shape, big bore rider demonstrates how not to wheelie. Below: 1927 H-D JD with Homer Knapp at the controls finished Open Expert main in the rain with both cylinders still popping. "Twas the only Harley in the Hopetown races.



The Sidehack Association was on hand as they always are any time there's action, and the first thing you always think is, "How the heck are they ever going to get around the mountain?" But they always do, complete with considerable action and this year with some pretty horrendous crashes, but we're glad to say that everyone was present and accounted for at the end of the race although some of them were in a slightly battered condition. LeBlanc and Burns piloted their Bultaco to first place.

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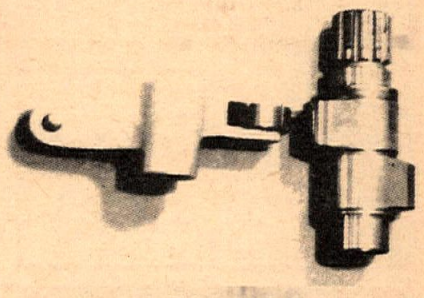

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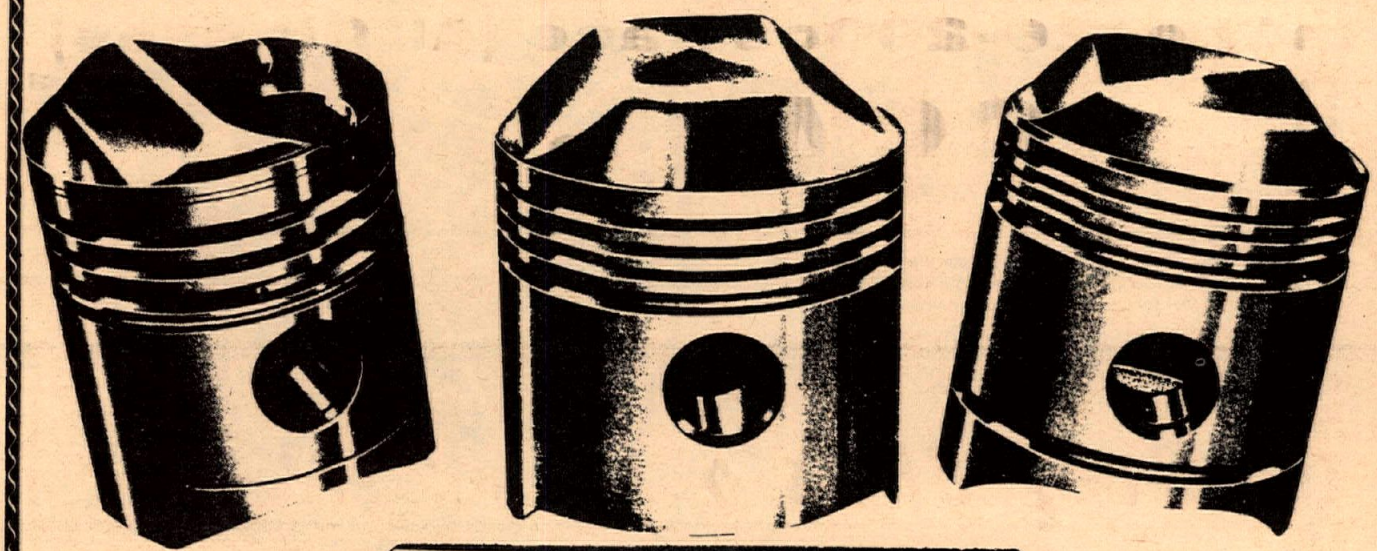

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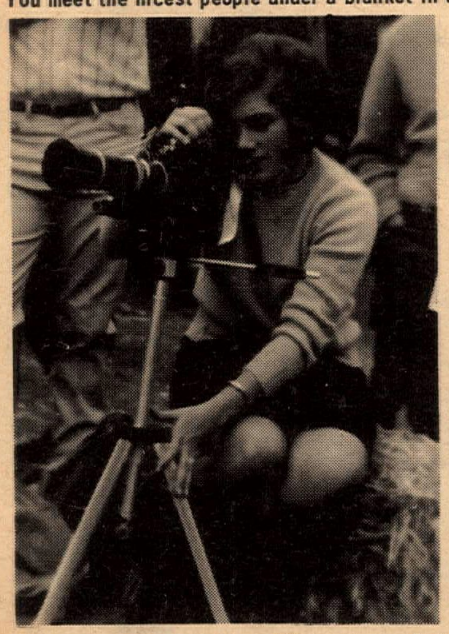

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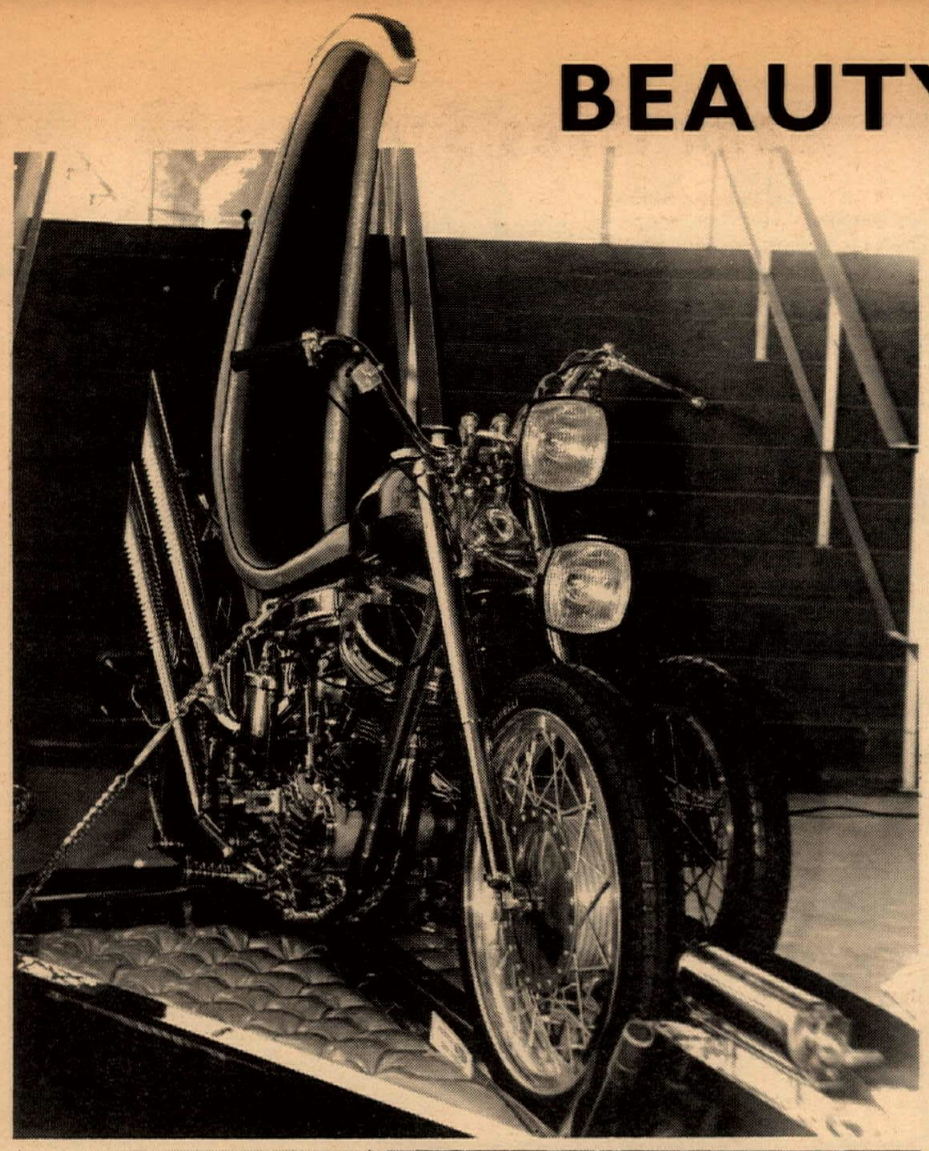
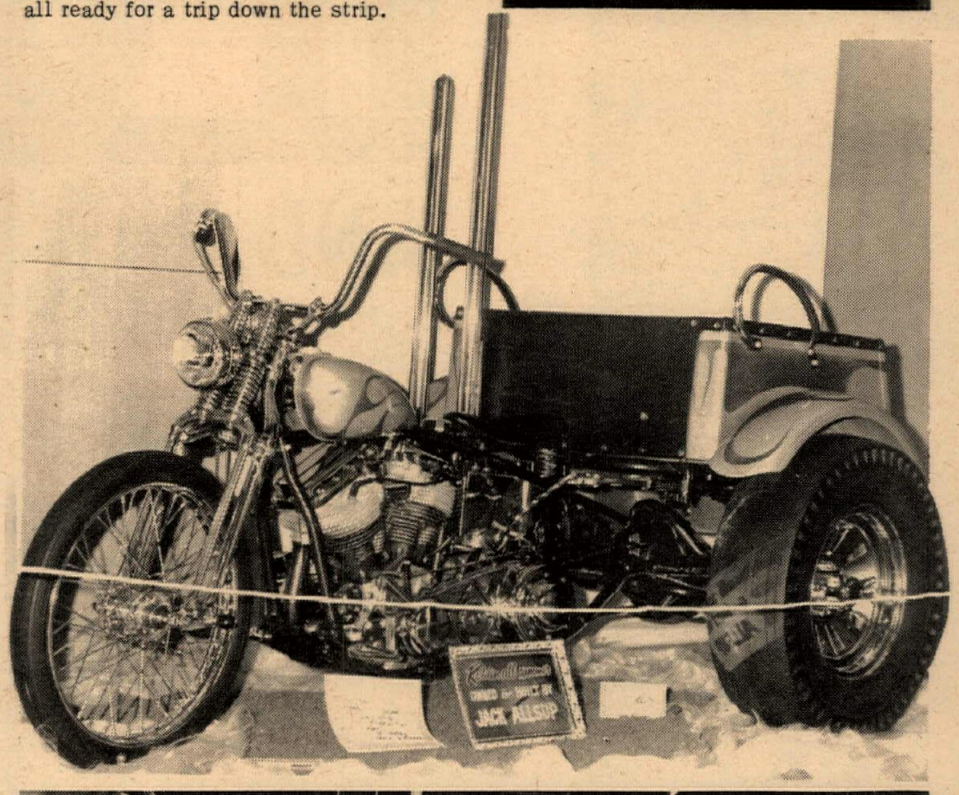
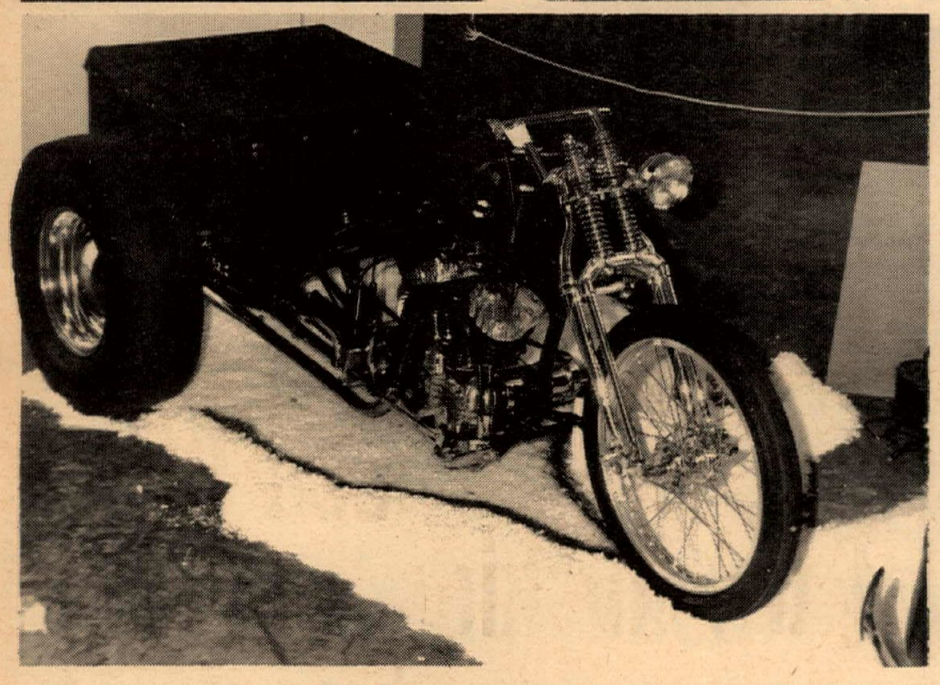
BEAUTY KINGS

Seen at the recent custom car show at Long Beach Arena were these striking examples of the Kustom art. Three wheelers (Servi-Car style) seem to be all the rage among the chrome and candy-apple enthusiasts as these two examples show. And, if you've lost your driver's license, or want to beat the high cost of gasoline, how about the "Boss Bike," a pedal-powered two wheeler that seems all ready for a trip down the strip.







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NEWS FROM NEVADA

By Reg Sheldrick

The Vegas-Valley M.C. threw their last desert event today. Well, at least three of their members threw it. Having decided to put on only track events next year, the V.V.M.C. closed the local desert 1966 season by leaving all the details to young Lonnie Lawin, Dale Ferguson and Bill Bethold. Not an officer of the club except Jay Willey was in attendance.

The Silver City Scramblers and the Groundshaker were well-represented, five of the first six finishers were Scramblers.

Only 25 riders went off the starting line at 9:30 a.m. Shortly after the dust settled, 100cc champion rider Danny Sromalla (who won at Phoenix last week) was seen walking back down the road hand in hand with Bobbie Statlander. Danny had carb. trouble and returned to the pits for repairs — 24 others got dust and Danny gets a girl — well!!

Todays go was a little rough — four 17-mile loops. Desert master Max Switzer, who makes it look awful easy came through the first loop with a 1-1½ minute lead and increased it to 10 by the final loop. Triumph riding Mike Chadburn was second overall. Bill Hill was 3rd.

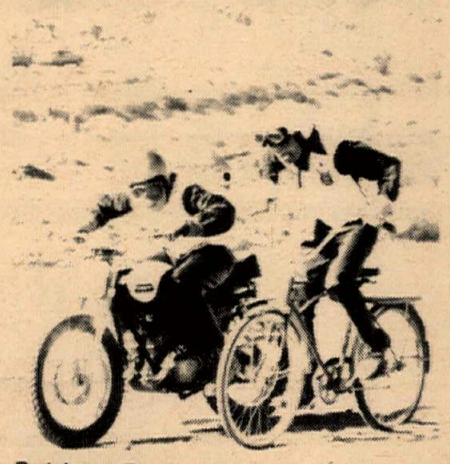
C.Z.-mounted Casey Folks must have ironed out a few bugs that plagued him at the Nipton meet. He had the machine perking real good and whaled in 4th place. Roy Chivington, (Greeves), back after a tonsil removal, took the 5th spot.

Rick Miller developed problems with his A.J.S., came into the pits, decided to go back out, and had to sit and watch flames end his efforts (and cycle) as a leaky gas line caught fire.

The spark plug fouling problem of the Lobito (Bultaco) seems to be cured. Dale Ferguson rode it to a 2nd place finish in the trail bike class behind winner Bob Tooley, Yamaha rider for Art's M/C shop.

Sunrise Shines Soon!

The Silver City Scramblers will hold their last '66 track scrambles on Nov. 27th at Sunrise Raceway (see calendar of events). An A.M.A. sanction event, this will be the last shot at Vegas trophies for this year. The events at Sunrise have drawn great interest from all riders local and out-of-state. We will again hold a sweepstakes race. Maybe this time we will make it 20 laps so that a member of the Lightweights M/C can win it.



Pedal vs Petrol power at recent Nevada outing.

During this past season riders from Phoenix, Tucson, Los Angeles, Bakersfield, Salt Lake City and Saint George, Utah have come here in groups of 10 to 50 and cleaned house on us a couple of times. The 4 Aces of N. Hollywood had at least 25 cycles here and, unless I am mistaken, liked our races, courtesy and reports. So to the Lightweights M.C., please plan to come up again as my guest.

RESULTS

DirtDiggers M/C - Hope Town (Unofficial)

RESULTS

SATURDAY, NOV. 19, 1966

0 – 90cc ALL CLASSES

G. Bailey		Hon
T. Sherman		Hon
K. Mashburn		Hon
F. Morgan		Hod
A. Baker		Hod

91 – 125cc ALL CLASSES

S. Scott	(100)	Bul
D. Yerkes	(100)	Bul
A. Guzzman	(100)	Gil
K. Vines	(125)	Bul
H. Mendenhall	(100)	Yam

126 – 200cc ALL CLASSES

D. Christopher	Ossa
A. Hillan	Bul
K. Kimball	Mon
J. LeBlanc	Bul
P. McGuire	Bul

250cc NOVICE

D. Carlton	Gre
D. Smith	Hus
R. Burak	Gre
B. Kawel	Hus
E. Enochs	Mon
S. Ellsworth	Mon

250cc AMATEUR

A. Vanderpool	Hus
F. Dannenfelzer	Bul
R. Root	Dot
J. McHarty	Hus
T. Griebel	Bul

250cc EXPERT

Gary Conrad	Gre
K. Mashburn	Gre
N. Nicholson	Gre
D. Smith	Hus

INTERNATIONAL MOTO-X

Torsten Hallman	Hus
Steve Scott	Bul
Preston Petty	Gre
Malcolm Smith	Hus
John Rice	Hus
Lloyd Lingelbach	Gre

SUNDAY, NOV. 20, 1966

21" - ALL CLASSES

P. Petty	Gre
J. N. Roberts	Hon
R. Wunder	Hon
A. Fox	Hon
T. Channey	Hon

500cc NOVICE

T. Davis	Tri
T. Zapp	Tri
B. Mikulski	Tri
R. Sloan	Mat
D. Crawford	Tri

500 AMATEUR & EXPERT

F. Macklin	BSA
G. Simmon	BSA
K. Sparkman	BSA
J. Deeham	Tri
K. Watkins	Tri

OPEN NOVICE

J. Foster	Tri
T. Simpson	Tri
J. Bedford	Tri
L. Simpson	Tri
D. Finley	Tri

OPEN AMATEUR & EXPERT

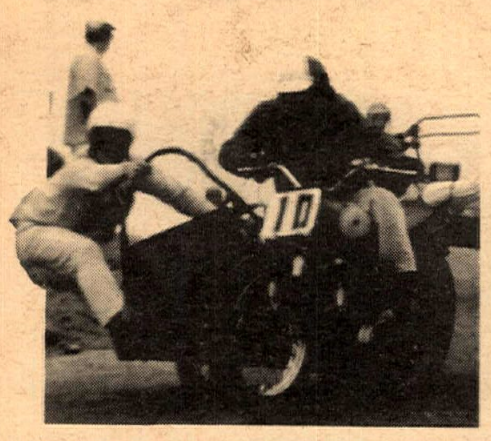
W. Axthelm	R. Met
B. McClelland	Tri
J. Camaret;	Tri
B. Ferro	Tri
B. Smith	Tri

SIDEHACKS

J. LeBlanc J. Burns	Bul
S. Sechler J. Gardner	BSA
J. Person G. Weber	Tri
J. Palfreyman S. Foss	Tri
B. Castle R. Parker	Tri

INTERNATIONAL MOTO-X

Torsten Hallman	Hus
Paul Hunt	Mat
Bud Ekins	Tri-Met
Malcolm Smith	Hus
Dave Ekins	Tri
Bob Bailey	Tri



Congratulations

GENE ROMERO on being the

1966 HI-POINT ASCOT EXPERT TT RIDER

for the year!

Gene Romero Racing Fans

Mann takes Sacramento

By Dale McKinnon

Sunday, Nov. 13, 1966 Dick Mann made a clean sweep of the combined Amateur-Expert events on the ½-mile-flattrack at Sacramento's Capitol Speedway. V.C. McGowan was the promotor of this class "C" event. Turn out was very good for a cold and cloudy day. Approximately five hundred fans watched 70 riders put on an exceptionally good show.

Jim Odam proved to be the top novice of the day by winning every one of his events.

In most of the novice heats the first man off the line won. Second and third place seemed to be the hardest fought for and usually weren't decided until the last half lap.

Russ Powell was the exception, because he started last and had to work his way up to the No. 1 spot.

Porky Perez, the fastest Am.-Ex. qualifier, won the first heat. There was a three-way battle for the next one between Swede Savage, Bob Scally and Butch Corder. All three were close together at the finish, with Savage, Scally and Corder crossing the line in that order. The third heat saw Dick Mann off the line first, only to lose the lead out of the first turn to Phil Cancilla. They fought on fairly even terms with Phil having the better of it until the last turn of the last lap when he let Mann get under him and beat him by a wheel at the finish.

Art Barda won the last heat of the day, leading from start to finisn.

Next on the agenda were the two lap Trophy dashes with Jim Odam winning the Novice dash and Dick Mann the Amateur-Expert.

Mike Yarn won the first of the two novice semi's. Carl Krank took the next, which was stopped early due to an accident. The rider was taken to the hospital for a check up. Carl enjoyed a good lead at the time.

Phil Cancilla and Roger Goldthwaite put on an excellent riding show as they battled for first. It was up for grabs until the finish with Phil getting the win.

Bob Scally had a little easier time of it in the second Am.-Ex. semi.

The novice main saw Ken Weekly jump to an early lead with Jim Odam right behind. They waged an even battle until the fifth lap when Jim got in the lead and win the eight lap event.

Mann led the Am.-Ex. main from the start, with Cancilla and Savage close behind. They had second and third pretty much to themselves. Cancilla nailed the No. 2 spot and a duel developed for fourth place between Goldthwaite and Corder. They swapped places several times during the 15 lap event with it undecided until the last, with Goldthwaite getting over the finish line ahead.

FIRST NOVICE HEAT

Jim Odam	Suz
Mike Yarn	---
Lloyd Hutchins	Bul
Dan Davies	Suz

SECOND NOVICE HEAT

Ken Weekly	Bul
Carl Krank	Bul
Bill Cruze	Bul
Jim Foley	Par

THIRD NOVICE HEAT

Dee Deung	H-D
Art Burni	Bul
John Fry	Bul
Jerry Decius	---

FOURTH NOVICE HEAT

Russ Powell	Bul
John Patton	---
Jim Poli	Duc

1st AM-EX HEAT

Porkey Perez	BSA
Dewayne Keeter	RE
Rich Hardmyer	Tri
Garland Root	BSA
Cliff Acksland	Tri
Larry Rudolph	---

2nd AM-EX HEAT

Swede Savage	BSA
Bob Scally	Tri
Butch Corder	Tri
George Curtis	H-D
Tommy Steel	Tri

3rd AM-EX HEAT

Dick Mann	BSA
Phil Cancilla	Tri
R. Goldthwaite	RE
Dick Jennings	BSA
Kenny Heller	RE
Ray Bobbins	H-D

4th AM-EX HEAT

Art Barta	---
A. Castelhano	BSA
Earl Lout	H-D
Joe Cordoza	H-D

1st NOVICE SEMI

Mike Yarm	Bul
Art Burni	Bul
Scott Wilson	Par
Danny Davies	Suz
John Frey	Bul

2nd NOVICE SEMI

Carl Krank	Bul
Bill Cruze	Bul
Terry Graham	Ossa
John Patton	---

1st AM-EX SEMI

Phil Cancilla	Tri
R. Goldthwaite	RE
Rich Hardmyer	Tri
Garland Root	BSA
Kenny Heller	RE
Dewayne Keeter	RE
Dick Jennings	BSA
Cliff Acksland	Tri
Larry Rudolph	---
Ray Bobbins	H-D

2nd AM-EX SEMI

Bob Scally	Tri
A. Caselhano	BSA
Butch Corder	Tri
George Curtis	H-D
Earl Lout	H-D
Joe Cordoza	H-D
Tommy Steel	Tri

NOVICE MAIN

Jim Odam	Suz
Ken Weekly	Bul
Dee Deung	H-D
Carl Krank	Bul
Mike Yarn	Bul

AM.-EXPERT MAIN

Dick Mann	BSA
Phil Cancilla	Tri
Swede Savage	BSA
R. Goldthwaite	RE
Butch Corder	Tri
Art Barta	---
Porkey Perez	BSA
A. Castelhano	BSA
Rich Hardmyer	Tri
Bob Scally	Tri

TRACY'S provided BOTH of the Huskies That 3 time World Champion T. Hallman rode to Victory in Both Classes At the DirtDiggers International Moto-x.

Come See us For Your Winner!

Tracy's Motorcycles

515 S. Victory Blvd. Burbank-843-0926

A.M.A. District -37 Point Standing weight Scrambles

Place	1966#	Name	Points
1	5x	David Ham	985
2	20x	Carl Patrick	943
3	35x	Keith Mashburn	829
4	2x	Kirk McDowell	807
5	3x	Doug Yerkes	782
6	126x	Bill Cody	687
7	13x	Ted Judge	553
8	122x	Rollie Clark	518
9	125x	Jerry Hanson	505
10	38x	George Omo Jr.	460
11	28x	John Sprague	450
12	11x	Don Alfred	448
13	56x	Lee Stumpenhaus	436
14	10x	Leonard Earl	431
15	31x	Dan Guinn	428
16	43x	Rich Henricksen	427
17	98x	Hayward Mendenha	1416
18	8x	Walt Smith	411
19	7x	Lonny Walters	390
20	52x	Dale Smith	388
21	59x	De Wayne Jones	369
22	184x	Tom Sherman	369
23	718x	Johnny Carbone	368
24	1x	Steve Scott	365
25	65x	Don Harris	356
26	25x	Lloyd C. Daley	355
27	63x	Jay Lewis	349
28	86x	Dick Brittain	332
29	949x	Jan Crawford	315
30	37x	Michael Radner	309
31	33x	Tony Mason	300
32	68x	Roy McCarty	300
33	131mx	John Lohoff	297
34	900x	Dewayne Keeter	290
35	14x	Jeff Runyan	286
36	6x	Jim Berry	281
37	592x	John Riggen	281
38	445x	D. E. David	277
39	41x	Alfred Guzman	273
40	29x	Boscoe Burns	270
41	129x	Mike Morrissey	270
42	841x	Ken Sparkman	265
43	164x	Rick Sherer	263
44	858x	Gary Geyer	259
45	418x	David Stroman	258
46	89x	Gary Jones	256
47	336x	James Bassey	247
48	58x	Joe Hamilton	242
49	144x	Wade Zimmerman	234
50	117x	Wes Patterson	232
51	326x	Dennis R. Miller	231
52	12x	Dave Lewis	230
53	81x	Jim Connolly	230
54	546x	Chris Robinson	229
55	16x	Keith Kruser	225
56	114x	Curt Lewis	225
57	17x	Ron Glasgow	220
58	323x	Nick Verardo	219
59	476x	Bob Peck	217
60	19x	Jim Doran	216
61	71x	John M. Wright	216
62	811x	Hoppy Hopkins	211
63	50x	H. Brad Stankey	208
64	725x	Barry Hirst	208
65	9x	Dave Smith	201
66	561x	Ralph Acosta	201
67	69x	Malcolm Smith	190
68	44x	Francis Nester	180
69	775x	George Omo Jr.	174
70	198x	Ron McDaniels	174
71	39x	Frank McDowell	171
72	107x	Don Dobbins	171
73	581x	Tony Denins	171
74	136x	Lawson Pedigo	169
75	646x	Gordon Johnson	166
76	428x	Keith Klaps	165
77	680x	Don Afflack	165
78	87x	James Pecorilla	163
79	978x	Paul De La Torre	159
80	715x	M. K. Cross	159
81	130x	James Coates	158
82	385x	David Brooke	157
83	15x	John Selson	156
84	139mx	Jim Northern	155
85	167x	Robert Grauer	153
86	176x	Chuck White	150
87	522x	Marty Endless	150
88	228x	E. M. Pierce	147
89	463x	Jerry Davis	147
90	641x	Ron Forsha	145
91	526x	Richard Durkee	142
92	216x	Philip S. Wood	137
93	138x	Kim Kimball	133
94	140x	Don Northern	131
95	91x	Brad Szutz	130
96	388x	F. T. Palmer	126
97	261x	Darral Scalla	125
98	166x	Barry Sulkin	124
99	109x	Guy Amburgey	121
100	26x	Richard Wunder	121

WILLOW SPRINGS
3rd Annual U.S.G.P.
November 6, 1966

RESULTS

SIDECARS

Larry & Grace Burley	Tri
Bob Grauer, Bob Allen	Vel
Joseph Heither, Don Miller	BSA
Michael Burnt, John Burnt	Nor

50 PROD.

Steve Knight	Sis
Sid Chambers	Ital
Lawrence Singer	Ital

125 PROD.

Myron Tracy	Hon
Russell Wong	Hon
Ed Kelly	Suz

100 PROD.

Harold Spivack	Ome
Ted Bailey	Bri
Jerry Senseman	Yam
Mark Lagomarsino	Yam
Jimmy Langley	Suz
Al Godin	Ome

175 PROD.

Ned Narandino	Oss
Donald Hansen	Oss
Frank Fulleylove	Hon
Tom Steele	Bri
Gary Snyder	Oss
P.J. Bosarge	Bri
Pete Barmard	—
Dave Allee	Hon

200 PROD.

Allan Spears	Bul
Gary Niwa	Bul
Steve Galbraith	Bul

175 GP

Ralph LeClercq	Duc
Dick Tetz	Hon
Ned Marandino	Oss
Nick Theroux	Hon
Mark Lagomarsino	Bri
John Hinchey	Bul
Al Marks	Mon
Dave Allee	Hon
Doug Van Tassel	Par
Russell Wong	Hon

250 GP

Jim Deehan	Yam
Billy Boy	Yam
Ralph LeClercq	Duc
Tony Murphy	Yam
Ray McCarty	Yam
Bill Silverthorn	MVA
Gerald Howerton	Yam
Dave Allee	Hon
Walt Fulton III	H-D
Tony Nicosia	Suz
Al Henriksen	Hon
Ron Hagest	Bul
Tom Finlay	Yam
Dewayne Keeter	Mon
Charles Sedgewick	H-D
Harry Hunt	Yam
Chuck Saxton	Hon
Dave Ham	Bri
Robert Beard	Yam
Bob Bailey	Yam
Brian Shiers	Yam
Dave Hetzler	Yam
Art Baumann	Yam
Dennis Renfro	Yam
Dick Kilgroe	Suz

350 GP

Art Baumann	Hon
Jim Deehan	Hon
Bob Fleckenstein	Hon
P.J. Bosarge	Hon
Joe Einhorn	Hon
Pete Willis	Duc
Hugh McLean	Hon
Vincent Noone	Yam
Dick Kilgroe	Hon
Al Leonard	Hon
James Sitz	Hon

OPEN GP

Dick Hayes	H-D
Francis Wurz	Nor
Ron Hagest	Nor
Lee Patterson	H-D
Tom Steele	Tri

50cc G.P.

CLASS I

Colin Jones	Hon

CLASS II

John Hateley	Yam
Nick Theroux	Toh
Myron Tracy	Ital
Jerry Senseman	Toh
Sid Chambers	Ben
Michael Van Laar	Gua
David Jones	Toh

100cc

Larry Pruett	Yam
Barry Hermann	Yam
Donald Anselm	Yam
Reg Pridmore	—
James Damron	Oce
Richard Anselm	Yam
Ted Bailey	Yam
Mike Layne	Hod

500 GP

Buddy Parriott	Nor
Tony Murphy	Nor
Ron Grant	BSA
Dick Kilgroe	Hon
Al Whitney	Nor
Dave Hetzler	Nor
Bill Silverthorne	BSA
Ray Arnold	BSA
Dusty Coppage	Tri
Todd Miller	BSA

125 GP

Harry Webster	Hon
Pete De Rosa	Bul
Chief Galbraith	Bul
Richard Raschke	Hon
Jeff Lohof	Bul
Maurice Conserriere	Bul
Robert King	Toh
Larry Schoenfelder	Hon
Steve Galbraith	Toh
Bruce Shaw	Hon

250 PRODUCTION

Jim Deehan	Kaw
Art Bauman	Suz
Walt Fulton III	H-D
Nick Theroux	Yam
Ron Jones	Mon
Pat Hynan	Suz
Dale Turner	Suz
Tony Nicosia	Suz
James Damron	Suz
Steve McLaughlin	Duc
Barry Roberts	Yam
Steve Ricketts	Yam
Gary Buschelman	Yam
Duane Keeter	Mon
Kim Kimball	Mon

350 PROD.

Francis Mings	Hon
John Clarke	Hon
Bernard Brinkworth	Hon
Fred Wonderlick	Hon
James Chen	Hon

500 PROD.

Vic Manuelli	Hon
Ken Wilkinson	BSA

OPEN PROD.

Pete DeRosa	Tri
Hugh McLean	H-D
Richard Hilden	Tri

RAMS RUN
Official

BIG BIKE

* 1. K. Knudsen, op.Ex.	Tri
* 2. R. Price, op. Ex.	Tri
* 3. B. Hirst, op. Ex.	Tri
* 4. R. Pack, op. Am.	Tri
* 5. G. Preston, op. Ex.	Tri
* 6. T. Lapadakis, op. Ex.	Tri
* 7. J. Camaret, op. Ex.	Tri
* 8. B. Arison, op. Ex.	Tri
* 9. J. Martino, op. Ex.	BSA
*10. B. Thorwaldson, 250Ex.	Bul
*11. L. Cole, 250 Ex.	Bul
12. B. Hutton, 250 Ex.	Hus
13. R. Rowdell, op. Am.	Tri
14. D. Watkins, 250 Ex.	Gre
15. S. Kirk, op. Ex.	Tri
16. D. Field, op. Am.	Tri
17. J. Gaetz, op. Am.	Tri
*18. B. Johnson, 250 Am.	Gre
19. B. Belt, 250 Ex.	Gre
20. J. Byers, op. Ex.	Tri

TRAIL CLASS

* 1. F. Morgan	Hod
* 2. N. Benham	Hod
* 3. T. Fee	Hod
4. F. Wheeler	Hod
* 5. B. Coynie	Hod
* 6. R. Stumpf	Suz
* 7. R. Barnett	Hod
* 8. A. Giuliany	Hod
9. B. Steffan	Hod
10. T. Winne	Hod

FIRST GIRL

* Terry Bryce	Hon

* — Trophy

1966 ACA FLATTRACK SEASON

50cc POINT STANDINGS

US No.	Name	Town	Pts
1 73	Paul Wilde	Long Bch	133
2 3	Dave Smith	Lakewood	120
3 15	Mike Smith	Grdn Grove	69
4 18	Bill O'Neill	Norwalk	62
5 576	Dale Kotcham	Long Bch	40
6 656	Robert Lindsay	Long Bch	34
7 569	Carl Sjolund	Sunset Bch	34
8 4	Randy Layne	Long Bch	31
9 7	Gary Calkins	Lakewood	26
10 21	Kem Layne	Long Bch	24
11 88	Allen Woods	S. Clemente	23
12 30	Rick Woods	Santa Ana	22
13 35	Keith Mashburn	S. Susana	18
14 671	Lynn Peck	Hntngtn Bch	17
15 217	Mryle Hamm	E.L.A.	14
15 10	Mike Tillman	Canoga Pk.	14
16 69	Steve Pederson	Long Bch	13
16 666	Mike Shaw	Hntngtn Bch	13
17 48	Pat Gosch	Hntngtn Bch	6
17 486	Richard Haight	Panorma Cty	6
17 678	Richard Newby	Bakersfield	6
17 1	Steve Scott	1000 Oaks	6
18 605	Mike Kieber	Mission Hlls	5
18 733	Bill Potts	Artesia	5
19 667	Chris O'Keefe	Laguna Bch	4
19 132	Jerry Stanley	Alhambra	4
20 703	Tom Clarke	Corna Del Mr	3
20 680	Sparkie Edmonston	1000 Oaks	3
20 622	Jimmy Raymond	S.Sn Gabriel	3
21 279	Ed Applegate	Glendale	2
21 100	Wayne Francis	Compton	2
21 614	Larry Mane	Paramount	2
21 301	Barry Sulkin	Culver City	2
21 674	Bill Treadway	Pomona	2
22 474	Rollie Clark	Costa Mesa	1
22 86	Frank Silva	Santa Ana	1
22 607	Greg Toget	Capstrno Bch	1

100cc POINT STANDINGS

US No.	Name	Town	Pts
1 89	Russ Robinson	Grdn Grove	201
2 7	Gary Calkins	Lakewood	153
3 30	Rick Woods	Santa Ana	149
4 35	Keith Mashburn	S. Susana	181
5 580	Dan Kelly	Bellflower	72
6 5	Dave Ham	Riverside	60
7 73	Paul Wilde	Long Bch	49
8 257	Norm Elledge	N.Hllywood	48
9 441	Marty Endless	Canoga Pk	31
10 4	Randy Layne	Long Bch	27
11 567	David Aldana	Santa Ana	26
12 681	Tom Sherman	1000 Oaks	15
13 131	Dave Massingham	Buena Park	13
14 32	Eddie McGregor	Laguna Bch	11
15 575	Robert Gardner	Oceanside	10
15 217	Mryle Hamm	E.L.A.	10
16 1	Steve Scott	1000 Oaks	8
16 302	Roy Sheridan	Lakewood	8
16 665	Claude Wussler	LaMirada	8
17 379	Chris Hartman	Covina	7
17 576	Dale Ketcham	Long Bch	7
17 704	Gary Lane	Ontario	7
17 384	Jim Peterson	Orange	7
17 477	Danny Reed	Bakersfield	7
18 55	John Selson	Sherman Oaks	6
19 2	John Balaam	Laguna Bch	5
19 3	Dave Smith	Lakewood	5
20 591	Chuck Berry	Hermosa Bch	4
20 639	Don Bolton	Newport Bch	4
20 570	Herbert Brownell	Pomona	4
20 323	Loyd Davis	Lakewood	4
20 211	Don Finley	San Pedro	4
20 406	Brian Grooms	Manhttn Bch	4
20 633	Steve McMahon	Long Bch	4
20 689	Chuck Saxton	Long Bch	4
20 714	John Wiley	Ventura	4
21 137	Frank Ballard	Bell Gardns	3
21 637	Joe Brown	Bell Gardns	3
21 739	Carl Cranks	Orangevale	3
21 407	Tod Grooms	Los Angeles	3
21 238	Rory Randall	Bell	3
21 694	Steven Sherman	1000 Oaks	3
22 385	David Brooks	Santa Ana	2
22 680	Sparkie Edmonston	1000 Oaks	2
22 171	Robert Heron	Panorma City	2
22 992	Steve Peart	S. Clemente	2
22 164	Rick Sherer	Culver City	2
22 15	Mike Smith	Garden Grove	2
22 608	Tom Thompson	S. Clemente	2
22 679	Edward Welles	Tarzana	2
23 12	John Bradford	Anaheim	1
23 604	Bill Hogan	Lomita	1
23 614	Larry Mane	Paramount	1
23 181	Robert Muzzy	1000 Oaks	1
23 88	Allen Woods	S. Clemente	1

250cc POINT STANDINGS

US No.	Name	Town	Pts
1 30	Rick Woods	Santa Ana	199
2 66	Ivan Oden	Norwalk	181
3 6	Lee Stumpenhaus	N.Hollywood	76
4 35	Keith Mashburn	S. Susana	75
5 2	John Balaam	Laguna Bch	67
6 48	Pat Gosch	Huntngtn Bch	61
7 579	Mike Spitzer	Sunset Bch	60
8 155	Sal Acosta	Compton	56
9 1	Steve Scott	1000 Oaks	49
10 12	John Bradford	Anaheim	34
11 10	Mike Tillman	Canoga Pk	31
12 611	Jerry Isaacson	Gardena	26
13 396	Bill Cody	Laguna Bch	21
14 999	Bob Grauer	S. Clemente	18
14 147	Preston Petty	Reseda	18
15 39	Jim Berry	Santa Ana	15
16 44	DeWayne Keeter	Los Angeles	14
17 32	Eddie McGregor	Laguna Bch	13
18 452	James Deehan	N.Hollywood	11
19 8	Butch Landguth	San Bern	10
19 4	Randy Layne	Long Beach	10
20 187	Jan Crawford	Costa Mesa	9
21 5	Dave Ham	Riverside	8
21 569	Carl Sjolund	Sunset Bch	8
22 161	James Connolly	Redondo Bch	7
22 89	Russ Robinson	Garden Grove	7
23 474	Rollie Clark	Costa Mesa	6
23 739	Carl Cranke	Orangevale	6
23 217	Mryle Hamm	E.L.A.	6
23 356	Lee Wheeler	Seal Beach	6
24 688	Michael Dwyer	Riverside	5
24 257	Norm Elledge	N.Hollywood	5
25 375	Doug Boiles	Los Angeles	4
25 175	Gene Cannady	Canoga Park	4
25 689	Chuck Saxton	Long Beach	4
26 587	Eddie Bonham	Seal Beach	3
26 52	Sparkie Sparks	Anaheim	3
27 591	Chuck Berry	Hermosa Bch	2
27 412	Scott Gorhardt	Sacramento	2
27 57	Danny Jones	Bellflower	2
27 634	John Riggan	1000 Oaks	2
27 102	Phil Todd	Oxnard	2
28 104	Jerry Bryant	Santa Ana	1
28 658	Gary Geyer	Santa Ana	1
28 110	Jerry Kirka	Norwalk	1
28 690	Mike McFarlane	Van Nuys	1
28 508	Dennis Renfro	N.Hollywood	1
28 693	Vaughn Helm	Paramount	1
28 169	Bill Ungles	Los Angeles	1

ELSINORE TT
Saturday night, November 12, 1966

100 NOVICE

1. K. Lee	Hon
2. F. Ewards	Hon
3. T. Rockwood	Hon

200 NOVICE

1. T. Rockwood	Bul
2. R. Killingworth	Bul
3. A. Hillan	Bul

250 NOVICE

1. S. Stricklan	Bul
2. D. Russell	Mon
3. R. Shell	Bul

350 NOVICE

1. L. Wolf	BSA
2. V. Foster	Hon
3. F. Bartlett	Hon

500 NOVICE

1. M. Chamberlain	Tri
2. R. Dodson	Tri
3. M. Halbert	BSA

OPEN NOVICE

1. R. Fish	Nor
2. D. Hainzinger	Tri
3. H. Mortensen	Tri

100 EXPERT

1. J. Meriscal	Hon
2. F. Edwards	Hon
3. T. Sumner	Hod

250 EXPERT MOTO

1. D. Kuhnhoff	tie	Bul
2. B. Harry		CZ
3. D. Russell	tie	Mon
4. L. Donaher		Bul

OPEN AMATEUR—EXPERT

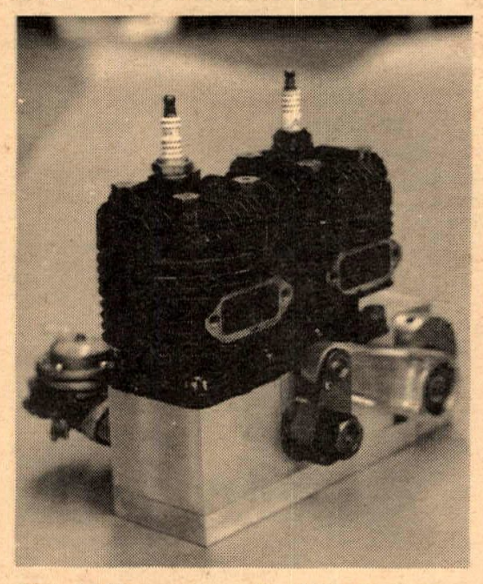
1. M. Harper	BSA
2. A. Finan	Tri

500 AMATEUR-EXPERT

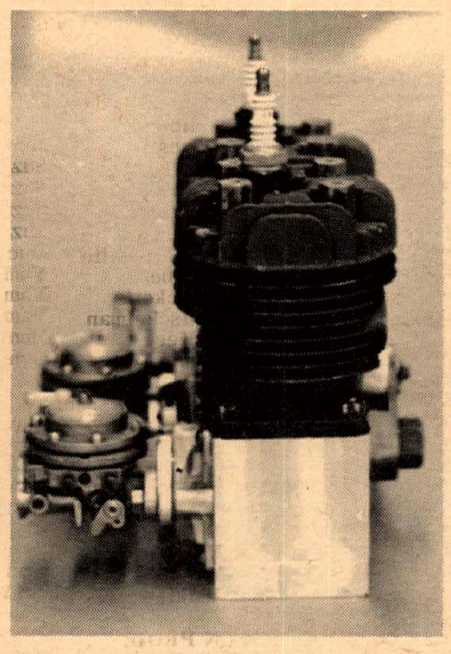
1. R. Marquis	Hon
2. D. Kuhnhoff	Bul
3. R. Nichols	BSA

NEW TOY from page 3

engine came to Wilkinson four years ago after he lost a big order for a 250cc racing engine he designed around a Zundapp crankshaft. "Zundapp cranks were selling for about



Twin ignition points are fixed directly to the rocking beam axle, a natural location. At idling rpm low-tuned (4:1 c.r.) engine develops so much torque one can stand on the flywheel (left) until shoe smokes without slowing it down (we tried it). Engine is "stroked" by moving the cylinders farther apart, thus lengthening the leverage and thereby gaining torque. Possessing torque characteristics of a steam engine, the w-w-could conceivably do away with gearboxes. Leverage is converted to rotary power by outside crankshaft.



Square "crankcase" eliminated a multitude of manufacturing and maintenance problems. Even crudely balanced, engine can be run at top speed without bolting it down, it vibrates so little.

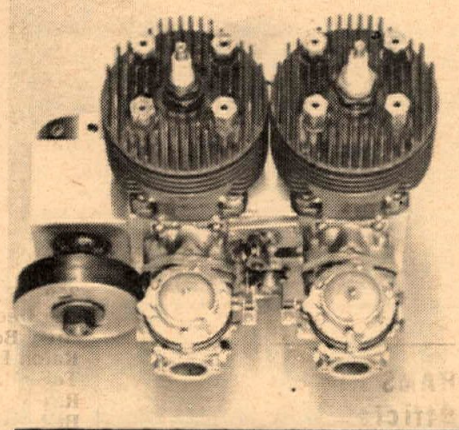
$15 wholesale then. You couldn't begin to make one for that price." But when he asked for ten thousand cranks the Zundapp factory pleaded that their facilities were too small to meet the order. They could supply maybe a thousand. That wasn't enough, so onto the shelf went the plans and the prototype for that powerplant, along with nearly a dozen other engine of Wilkinson design, scratched by the cost factor.

The chief expenditure in a two-cycle, Wilkinson's specialty, is the crankshaft, "Why can't you move the crank outside of the lower end and make it easier?" thought Ray, and in the time it would take a normal person to draw a good sketch with a pencil, master machinest Wilkinson, at the handles of his elaborate machine shop in El Monte, turned out the first Wiggle-Waggle engine, shown here. Ray claims he made the engine in one long evening. "Of course that includes hunting up the heads and barrels and pistons," he says.

Of course it fired on the first spin (Wilkinson possesses mechanical equivalent of a "green thumb") and when we heard about it we rushed to find our old friend the inventor bemused by the powerful howl of his creation, like a papa listening to a lusty note in his newborn's throat.

Our advice to Wilkinson was to have plans drawn up of the prototype engine and offer them to engineering enthusiasts who wish to build their own versions.

Now everyone who wants to pioneer in motorcycle development can experience the thrill of building his own engine, from scratch, on a hobby-builder's budget. Wilkinson's plans can be followed by any competent machinist, and no heat treating or castings are employed. If a reader has access to a lathe and milling machine, he can make the engine virtually for the cost of the plans alone ($15.), since most of the materials would be found in any shop.



As the accompanying photographs show, the Wiggle-Waggle engine is a neat package of industrial design. The exploded view (please don't take that literally) shows that component parts are few and uncomplicated. What the photos can't convey is the smooth, thunderous power the W-W seems to give. We say "seems" because we still find it hard to believe all we have seen. If the W-W is so cheap to make, pleasing to the imagination and fun to run, you might ask, why doesn't Wilkinson keep it a secret until he can cash it in? Don't worry, the patent is pending, but the inventor couldn't stop anyone from building a one-off copy anyhow, so he is simply offering to make it easy for them. We suspect he realizes also that all new ideas have room for development, and by encouraging people to write for the plans he can be in touch with amateur Wiggle-Waggle experimenters in the field.

"This engine here is a testbed, a toy." Ray adds, "I'm thinking about a 500cc cube eight using the wiggle-waggle principle. Now *that* would be the thing to manufacture."

COOLIES COLUMN

You who attended last weekend's Hopetown event, I'm sure, were thrilled by the riding of the local talent as well as that of the international riders, especially Torsten Hallman, three times world's Moto Cross champion in the 250cc class. You might be surprised to know that Torsten's lap time of 2 min. 52 sec. was the fastest ever recorded on the course for a 250cc machine, or, for that matter, for any machine of any size. On Sunday he was able to make an official lap time on his 360 Husqvarna of 2 min. 51 sec. Some of our American riders are as good or could be as good, but you can see why the man was able to capture the world's campion title three times.

In talking with Hallman, some of the riders were amazed at the rigid program he goes through for his season. Calisthenics every day, running to keep his legs in shape, and riding for two or three hours every day. He stated he made in the neighborhood of 50,000 marks last year which is equal to approximately $12,000, and in his country this is quite a good living. With his two wins at Hopetown, he is going back home $800 richer which isn't too bad in anyone's country! Checking over the records, we find the purse paid out for the International Moto cross at Hopetown this weekend was the largest purse ever offered in an event of this type in the country.

When asked what he thought of the course Hallman said he felt the course was every similar to those he had competed on in Europe except for several of the long smooth straightaways. However, all in all, he was very much impressed by the course and how smoothly the events were run. I think everyone will admit he is a professional and an outstanding rider.

One of our local guys with some European experience this year in the 6-day Trials, Malcolm Smith, gave Mr. Hallman a scare several times. Malcolm was able to take the lead several times, not only in the 250cc event but also in the 500cc event. I'm sure many of the riders benefited by riding with Hallman and observing the way he handles his machine in the rough.

The 500cc International event was run in three moto crosses, consisting of 7 laps each over the approximate 3 mile course. Most were amazed to see how well Hallman was able to ride in the pouring-down rain and two or three inches of heavy mud. The joke on Sunday was that he brought his Swedish weather with him so he could eliminate some of the competition, and this he did! In the final moto cross, out of the 23 starters, only 8 finished the event, and Mr. Hallman's lap times only dropped two seconds in what one might say were terrible conditions. Fans and riders got their first real taste of international moto cross racing in this country, and now that they've had a taste of it, they would like to see more.

We're very happy the DirtDiggers Motorcycle Club saw fit to put on this event and expose the Southern California fans and riders to this type of competition. We're also happy to announce that the 1967 Hopetown event scheduled for November 11th and 12th, will also be an international event for the 250cc and the 500cc classes, and Mr. Hallman has assured us that when he returns in 1967, he will bring six or seven outstanding riders from Europe with him to compete in this event.

Racer Hallman, left, and columnist Cooley.

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Rider Training School Discovered in Ohio

Why should a motorcycle dealer have to teach a customer how to ride a motorcycle? Does anyone expect the man they buy their automobile from to teach them how to drive? Does an airplane salesman take time out of his busy day to teach a new pilot to fly the plane he has just purchased from him? Of course not.

Yet every day across the nation, hundreds of new motorcycle riders are instructed in the rare art of cycle riding by semi-qualified retail store personnel. Is it any wonder that a lot of them fail to get home in one piece?

Teaching beginners how to ride is no more than business of the overworked motorcycle dealer than issuing drivers licenses, but the shocking fact is, nobody else is qualified, or set up to do the job!

Nobody, that is, except Joe Rath and Bob Tatum. These two gentlemen happen to be Lieutenants on the Columbus, Ohio police force, and although neither has ever ridden motorcycles in the line of duty, both are avid after-hours cycle dubs. Last August 18 they incorporated some ideas they shared to form Ohio Motorcycle Driver Training Inc., a school to teach people how to ride the right way.

For Fun & Profit

Hiring off-duty motorcycle police instructors at $4 an hour, they put together a 10-hour course that sells for $45. The object is to take a completely inexperienced motorcycle rider and put him (or her) through an intensive two hours in the classroom, followed by six hours of simulated road instruction, and then check his proficiency in two hours of riding with real traffic, with the instructor following along on another bike. "This is the best way we know of to supervise a student. The instructor can teach two students at a time, and that's how we hope to make a profit."

For experienced riders who want to just brush up on their "Road Wisdom", OMDTI offers a four-hour course consisting of two hours of classroom "skull sessions" and two hours of supervised road riding. The short course only costs $23.

Naturally you would expect the school to be flooded with students. But the fact is, only ten, eight boys and two girls, have been graduated so far. There were four students being instructed when Cycle News went to interview Bob and Joe two weeks ago. We asked them how the dealers in the area appreciated what they were doing?

"They haven't responded too much," allowed Joe Rath. "Oh, they gave us bikes to use in the school, and whatever safety pamphlets and so forth that they have, but they aren't sending us the students." Joe is a lean, wiry chap in his forties. Lt. Bob Tatum, his partner, is a clam, reflective type guy, nods "What we need are students," between puffs on his pipe.

Lacking any professionally prepared lesson plan (except the motorcycle policeman's manual, which is unsuitable for civilian training) the school has pieced together literature from insurance companies, motorcycle distributors and safety equipment manufacturers to make a curriculum. The Honda safety film is shown and discussed. But the course relies heaviest on lecture and demonstration to do its job.

"We are in the process of writing an instruction manual, based on what we have developed so far," says Joe.

What about the ten graduates? The school stays in close touch with them and so far, says Bob Tatum and Joe Rath proudly, "they all have a perfect safety record."

DANGER TIP FROM CYCLE NEWS

Never, NEVER come to a full stop to turn left in the middle of the block. You're almost sure to be tailended, and besides, it's discourteous to the traffic behind you. If you can't swing your turn without stopping, keep going to the nearest intersection, or until you can make a U turn without more than slowing down.

Rewards Motorcyclist

Teamster Local 125 of Newark, N.J., recently presented a reward to a motorcyclist who came to the aid of a member who died tragically from burns suffered in a traffic accident.

The victim was Robert Faragalli who was forced off the road to avoid collision with an auto. His truck jumped a curb, crashed, and caught fire.

Motorcyclist Joe Lambiase of Teaneck, N.J., was riding along on his "bike" and witnessed the accident. He rushed to the burning truck and pulled Faragalli from the cab, then began stripping the burning clothing from the driver.

Despite the heroic action, Faragalli died of his burns 3 days later. Lambiase suffered burned hands in the effort to save the Teamster.

Local 125 presented a $500 U.S. Savings Bond to the 23-year-old Teaneck man along with a warm letter praising his unselfish action.

(from "The International Teamster" magazine, Nov. 1966. Sent in by reader John Thompson)

Clubs please note: Send your information c/o Cycle News/Club Directory—P.O. Box 498, Long Beach, California.

CLUB DIRECTORY

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale. Calif. Ph. 947-2434 or 947-4633.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

CALIF. EAGLES M.C. AMA Chartered. Member of RRC. Meets 2nd & 4th Thurs. at 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS M.C. — Competition club. A.C.A. sanctioned meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258. Sponsors of Hopetown Gran Priz.

DIRT DIGGERS NORTH 1903 T Street, Merced, Calif. 95340. Phone 722-3477.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1629 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMPETITION CLUB. Meets 2nd and 4th Thursday of each month. Vice President, Claude Mace. Phone 379-3564. 1717 Welacott, Redondo Beach.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241; Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction. Meets Mon. nite 11517 S. New Hampshire, in rear. Refreshments during meeting. Phone: (213) 756-4858.

SOCIABLES M.C. Road Riding Club. Meets bi-weekly at members' homes in Gardena, S. San Gabriel, Bell, S. Gate. Call 324-8457 after 5 p.m. for time and address of meeting. Couples welcomed. Refreshments. Meeting nights flexible.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank, Call TH 8-3839.

SPOKE-BENDERS of South Bay. Desert competition club. AMA chartered. Meet 2nd and 4th Wednesday at 9:00 p.m. each month at El Retiro Park, in Torrance. Ron White, 3619 W. 152nd St., Lawndale. OS 9-6748.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION— English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF., Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDUMS (Formerly Nomads of Gardena) Family fun club. Meets at Honda of Gardena, 1st Sunday of each month at 1:30 p.m. For further info call Inez at DA 4-7043 or Honda of Gardena, 323-8314.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C., INC. — AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

VICTOR McLAGLEN MOTOR CORP. of Hollywood, Calif., AMA sanc. Meets at Washington & Main, 2531 South Main St., Los Angeles every Tuesday at 9 p.m. Mail address: 4853 W. 131st St., Hawthorne. Phone: 722-4651.

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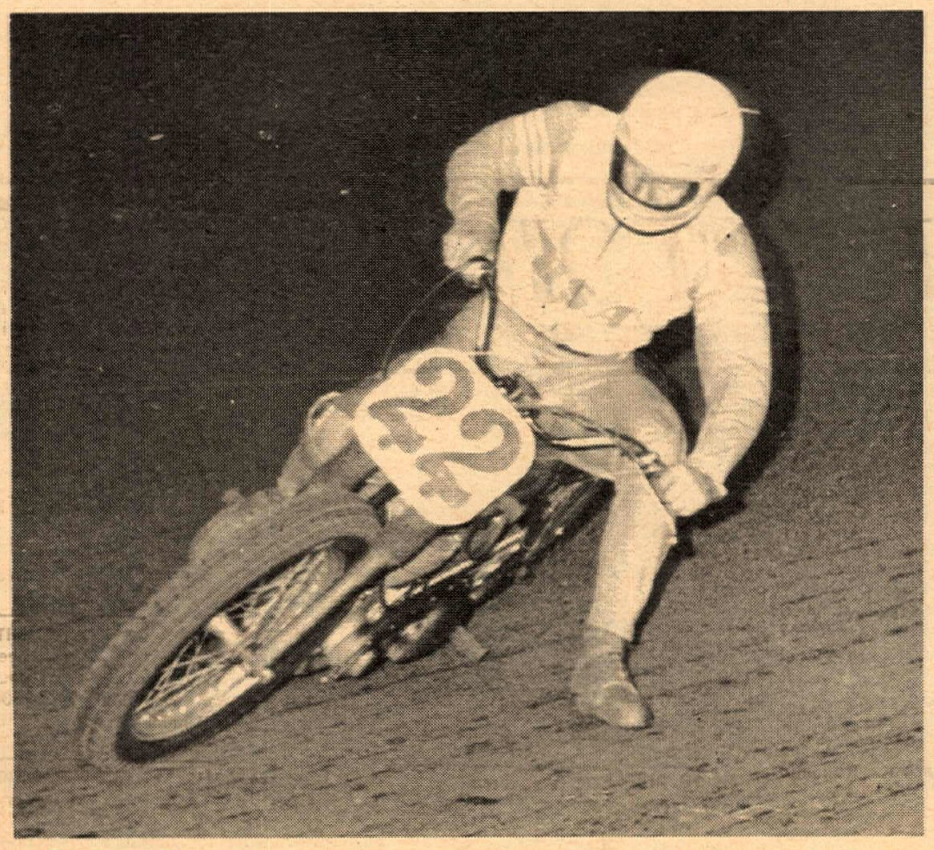

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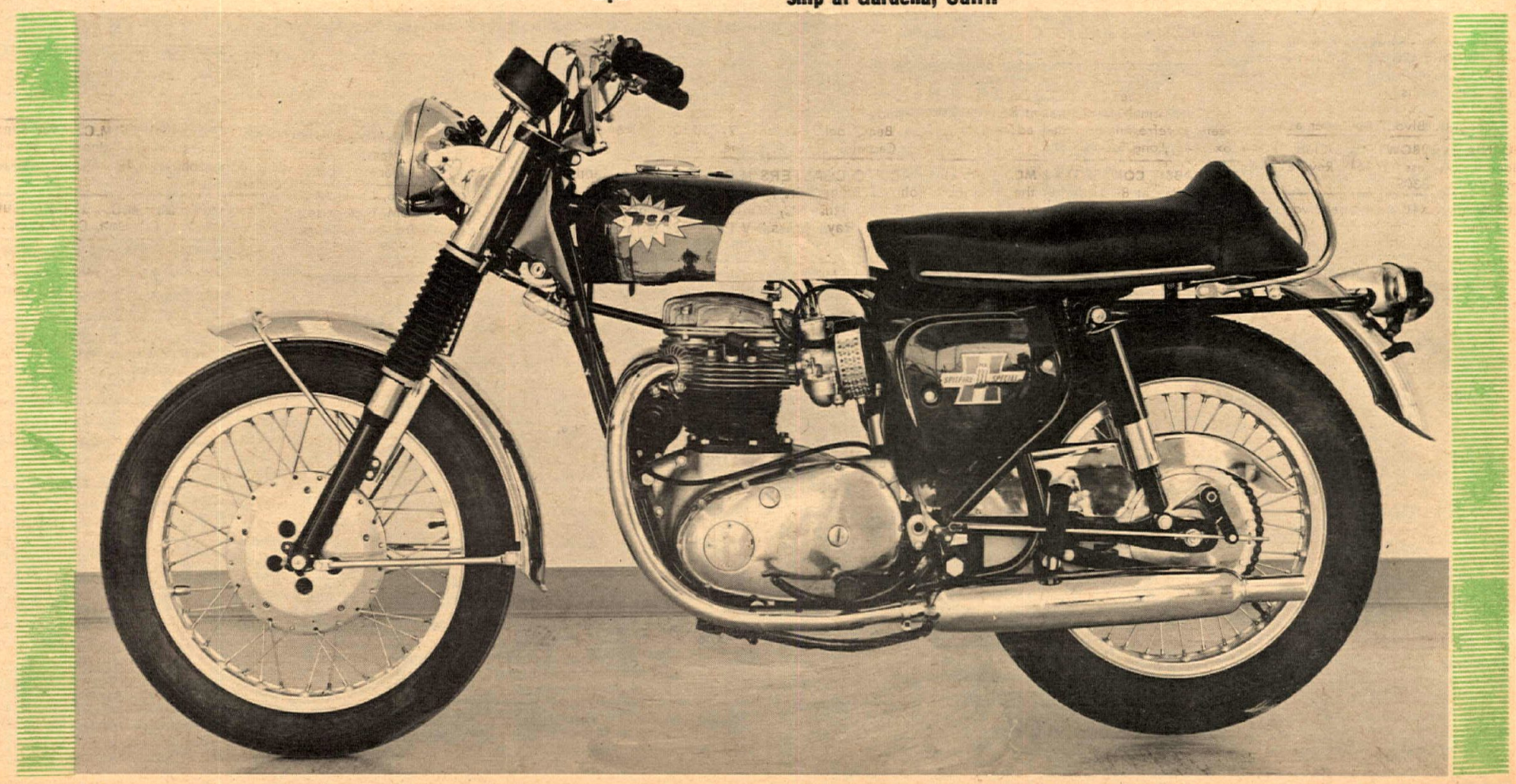

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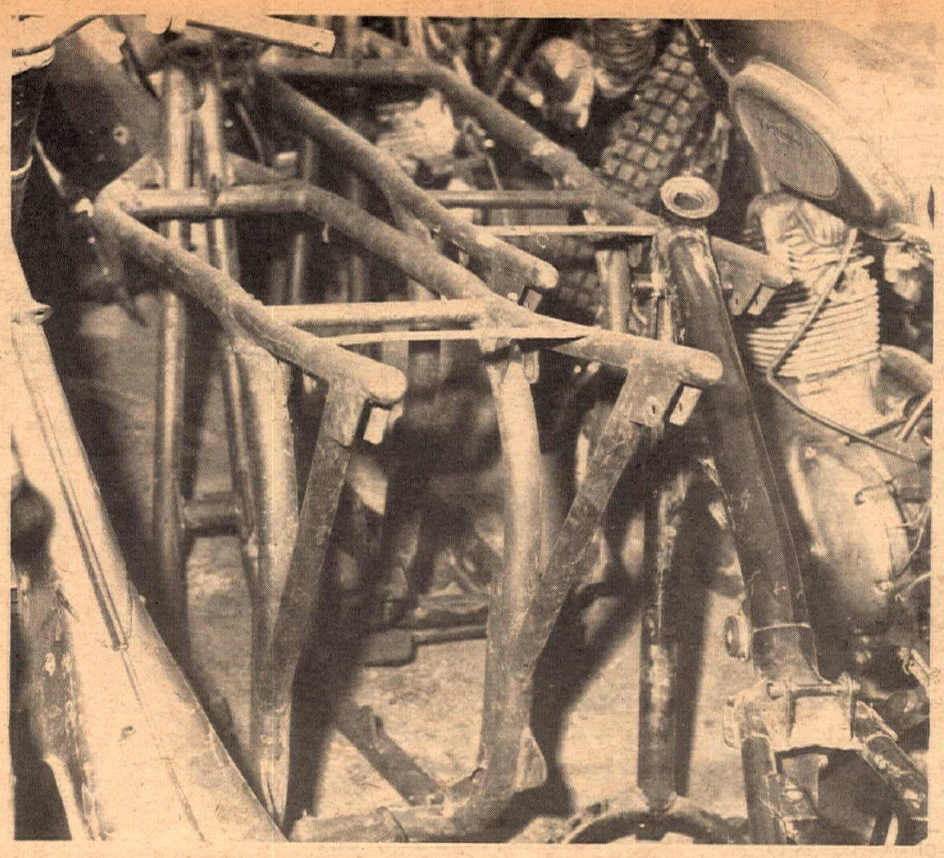

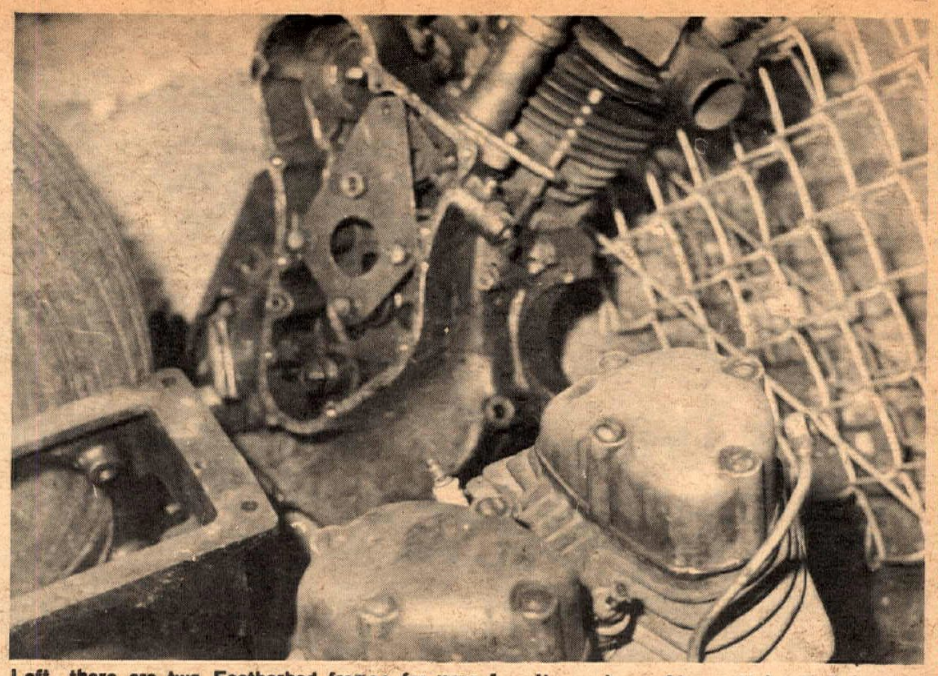

Left, there are two Featherbed frames for your favorite engines. Above: Velo, Enfield and Mustang engines for parts. Below: the bits are catalogued and easy to find.

OLD MOTORCYCLES NEVER DIE

By Annette Camp

An orphanage for motorcycles was opened this year in July at Motorcycle Salvage in Azusa, California. Here litliterly millions of parts and hundreds of restorable motorcycles wait to be "adopted." Here also are hundreds of tires with many more pleasurable miles left on them, as well as an ample supply of scooter parts for the less speedy enthusiasts.

While looking around the approximately 7,000 square feet of space that Motorcycle Salvage covers, one finds parts for bikes that are no longer made, foreign motorcycles and some models dating back to the 1930's.

People come from all over the State including many motorcycle dealers who find it great to get parts no longer made, thus being able to keep customers happy by being able to fix their machines.

The motorcycle pieces are gathered from all over the world, places like Italy, Germany, England, Japan, the United States and so on, to become useful again. Everything is layed out in reasonable order, making it easy for the customer to find what he needs. M/C Salvage will also take parts in trade and send parts COD if given the right information. If you can't find what your looking for on the spot, they will try and locate it for you elsewhere. If they can't they will direct you to a dealer who will probably be able to help you get what you need.

Owner Ed Siedner brought a great idea into reality, while manager Roy Gregory keeps the wheels running smoothly, always ready to help a customer. Motorcycle Salvage is open seven days a week (and what a great way for an enthusiast to spend a Sunday).

KAWASAKI "SAMURAI" WINS AT WILLOW SPRINGS

Jim Deehan, overall winner in the heavy production class at Willow Springs, shows trophy to Mr. Ryozo Iwaki, President of the American Kawasaki Motorcycle Corp.

Willow Springs, Calif. – Nov. 6, 1966: A production model Kawasaki 250cc "Samurai" today swept the field and placed first overall in the heavy production class. Competing against machines in the 250cc class and up, the stock Samurai, ridden by Jim Deehan, made a smashing entry into the U.S. racing circuit.

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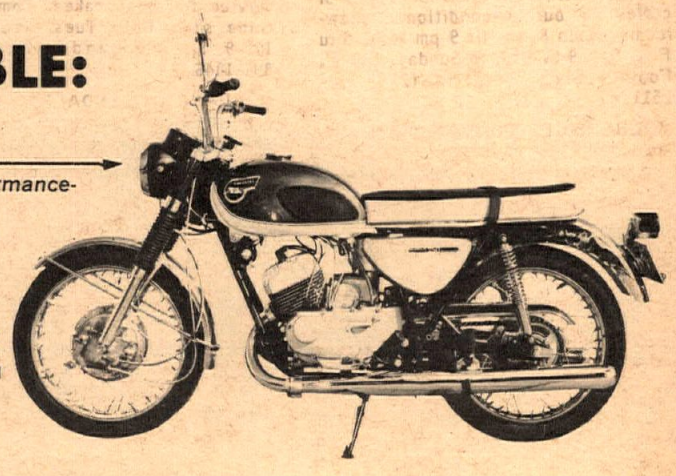

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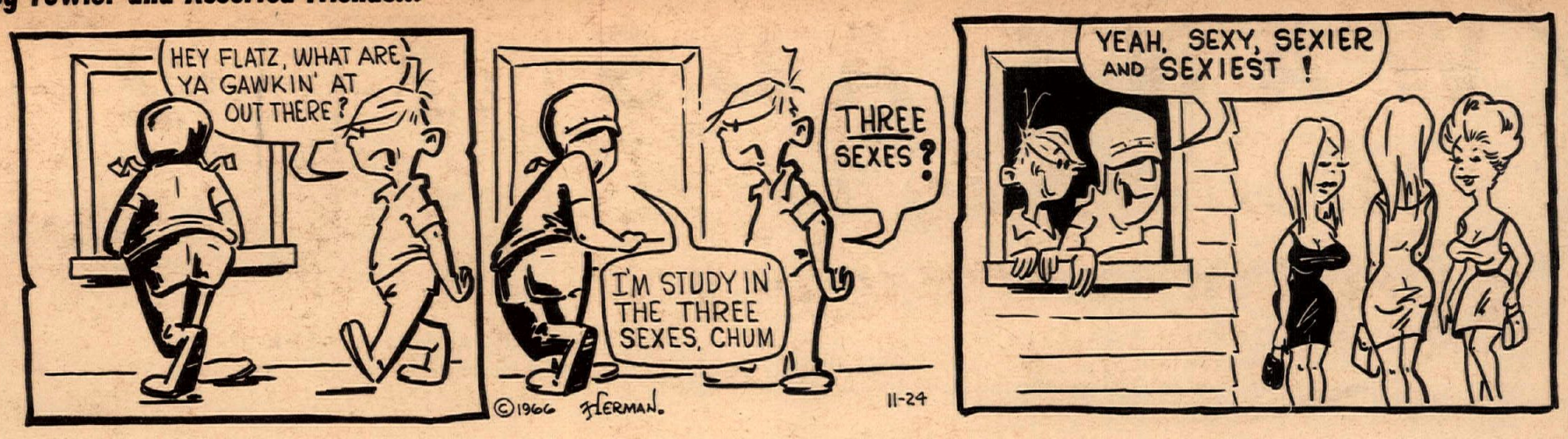
Plug Fowler and Assorted Friends... by Herman



RAMS M.C. Desert Championship

By Dick Wright

November 13 was a great day for racing in the desert. Rain earlier in the week had packed the sand down and reduced the dust hazard about 50%. These ideal conditions attracted 350 entries (one of the largest number of riders in the desert in the last couple of months).

Over-all winner, Ken Knudsen, #9 Open Expert on a Triumph, did not have it easy in chalking up this big win as the lead changed many times.

It was a fast start in wide open territory as the riders headed out for the first of two 4-mile loops with Bud Ekins, #78 on a Triumph Metisse leading the race to the smoke bomb. A couple of miles past the bomb the course got a little twisty with too many side trails which caused the leaders to get lost. About this point, Knudsen, Bob Belt, #6 on a 250 Greeves, Rod Pack, #129 on a Triumph Bill Friant, #5 on a 250 Montesa and a few more riders all found the right course and took off with the rest of the pack behind them.

Friant turned up the wick and passed Pack, Belt and Knudsen in the rough, rocky terrain about ten miles out from the start, but his lead was short lived as Ken Knudsen powered past the Montesa in a rough, rocky sandwash.

At halfway point in the first loop, the lead had changed back and forth a number of times with Friant finally taking the lead again when Knudsen made a wrong turn to the right and Friant built up a good lead coming into the gas check at the end of the first loop.

At the check Friant stopped and took on gas. At this point, Larry Bergquist, who did not have to gas up, took over first place with Friant picking up second spot and Ken Knudsen coming out of the gas check in third spot. Also in this fast moving group was Bud Ekins, the smooth riding master of the desert, and Rod Pack and Lon Peterson who were moving up.

Bill Friant again took over the lead just before the dry lakes run when Bergquist broke his swinging arm in the rough terrain. Friant was flat out on the five-mile dry lakes stretch with his chin down on the tank of his Montesa when Ken Knudsen came by with that big Triumph turned all the way up and patted him on the back as he passed!

After the dry lakes the course headed uphill for a long, easy pull, but the downhill was a real frame breaker. It consisted of a steep trail about 300 yards long with big boulders. At this point, by necessity, it was a single file because if you got off the trail the only thing you had to look forward to was a mouthful of boulders.

After the downhill trail the course dropped into a real good sandwash. At this point hard luck hit Friant's engine. It stuck up on him while he was in 2nd place right behind Knudsen and within view of the finish area.

Knudsen buzzed into the finish in 1st place with Reed Price #25 Open Expert on a Triumph (who is Number 1 rider in points standings this year in the desert) in hot pursuit. Behind Price was the fast charging Buzzy Hirst #8 Open Expert on a Triumph. Rod Pack, who had been within striking distance of the leaders, came in for 4th place overall and 1st Open Amateur.

The first 250 rider was Bill Thorwaldson #15X Expert on a Bultaco taking 10th overall. He was able to hold his position with all the big bikes, which speaks very highly of his riding ability on such a fast course.

The course was very well marked with red ribbon on the 1st loop and yellow ribbon on the 2nd loop, plus lots of lime. Also the Rams tried to cut down the dry lake run by having the course wind in and out of some of the mounds at the side of the lake which was appreciated by all the riders. With the weather on their side, the Rams pulled off one of the most successful runs at Hi Vista.

TRAIL BIKES

There was another large turn-out for the Trail Bike Class of about fifty riders, which included a lot of new faces. They lined up at the same starting place as the big bikes, but started fifteen minutes later, and were going to run the first loop of 40 miles only.

It was a good banner start, with the Morgan brothers and about five other riders grabbing the lead. Half-way through the loop, Jack Morgan had a little trouble with his bike and pulled over to the side, and Frank Morgan, #89 on a Hodaka, turned up the wick and came in for the win.

There was a duel for second spot between Norm Benham, #301, Tom Fee, #323, and big Frank Wheeler, all on Hodakas. They diced back and forth through most of the run, with Norm Benham finally taking second, Tom Fee third, and Frank Wheeler a hard-earned fourth.

One of the first-time riders in the trail bike class was Sam Hernandez, with a Pie Plate number and a completely stock Hodaka with street tires, street bars and rear light. Sam got off to a good start and was running in the group that was moving out in the lead, until half-way through the loop where it got rather rocky, and he popped his front tire. He was determined to finish, so he didn't slow down, and rode the last half with a flat front tire. He came into the finish a respectable 13th, with the front wheel all bent up, the rear light broken, and both rear shocks bent up so bad that they looked like a used coat hanger, but he liked the ride and will be out next week just as everyone else will, because this is really the good desert Hare and Hound weather.

(Photos and Around the Course by Larry Haley next week in Cycle News)

District 37 Hare & Hound Championship 11–13–66 - Rams M/C

1.	Ken Knudsen	Tri	Op. Ex.
2.	Reed Price	Tri	Op. Ex.
3.	Buzzy Hirst	Tri	Op. Ex.
4.	Rod Pack	Tri	1st Op. Am.
5.	Gary Preston	Tri	Op. Ex.
6.	Ted Lapadagus	Tri	Opl Ex.
7.	James Camaret	Tri	Op. Ex.
8.	Bob Arison	Tri	Op. Ex.
9.	James Martino	BSA	Op. Ex.
10.	Bill Thornwalson	Bul	1st 250 Ex.
11.	Lynn Cole	Gre	2nd 250 Ex.
12.	Bill Hutten	----	3rd 250 Ex.

TRAIL BIKES

1.	Frank Morgan	Hod
2.	Norm Benham	Hod
3.	Tom Fee	Hod
4.	Frank Wheeler	Hod

WEEKENDS ON WHEELS Continued

money that I've wasted was, when I joined the A.M.A.

Several years ago, I started flying my own plane and decided to join the Aircraft Owners and Pilots Association. For $13.00 I received a subscription to "The Pilot", a monthly magazine which equalled any commercial publication in the field; a $700. life insurance policy (which increased each year until it was worth $1000.); a lapel pin, decal, and membership card; several other cards which were good for charge privileges and discounts on airport car rentals; the use of a special airplane finance and insurance company, a chart service, a vacation service and many other benefits.

It's true the AMA does cost less, but for my money I received only two things. A notice advising me that they were out of pins and would mail one to me within six weeks, and a leaflet praising the lofty aims of the organization and ending in a pitch to join. How insulting can you get?! I guess so few people actually join the organization, (other than competitors), that even when I sent in my check, they couldn't believe it, and still insisted in sending me another application to see if I was really sure.

* * * * * * * * * * * * * * * * * * * *

Have you noticed those pictures of Chuck Connors in the Bennelli ads? Seems to me that I remember the cowboy star astride a Japanese steed in some other photos only a few months ago.

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Although rumors have persisted for quite some time, I understand that we finally will have a regular motorcycling program here in Los Angeles. The show will be a half-hour, weekly effort and will be broadcast on KTLA (Channel 5). Scheduled to start within the month, the show will cover all aspects of the sport from basic motorcycle instruction to racing tips and results.

* * * * * * * * * * * * * * * * * * * *

I can't believe that Dave Ekins could really hold the record on the Tijuana—La Paz run ... I went to the scrambles at High Vista with him several weeks ago. Not only did his Bultaco-powered Rickman Metisse not finish the race, but his Chevrolet-powered family sedan couldn't even finish the trip back home. (I'm only ribbing, Dave.)

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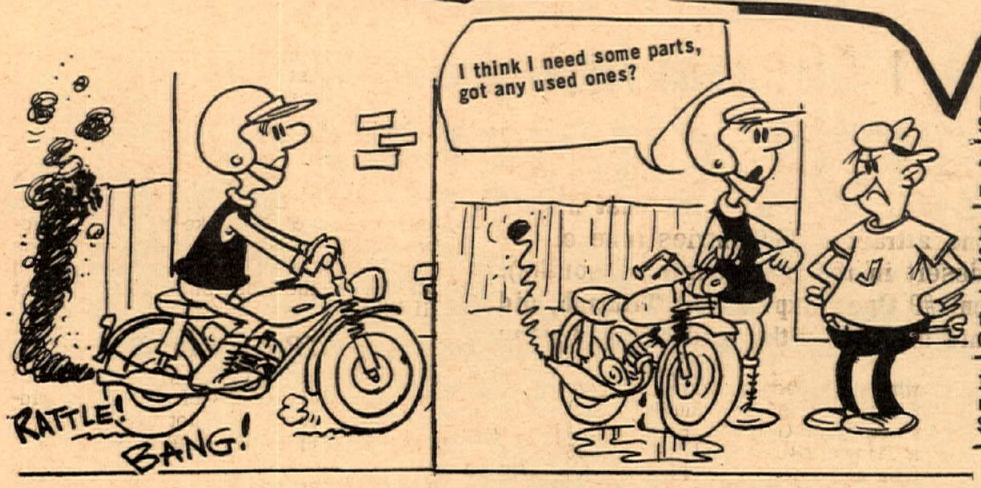

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1965 ELECTRA HARLEY, Full dress 9,000 carefully driven miles. Never raced, never down. Also helmets and leathers. Call 724-7588, Vista, Calif.

TRADE–1965 C.R.S. Sprint, ported & polished Big Valves, racing seat, class C tires, never raced, less than 50 mi. on bike or 1965 250 Yamaha Ascot, exint. condition–for 250 Bultaco Metisse, same condition. 714-887-1178 San Bernardino, Calif.

CHEVY truck ½-ton – long bed – cherry condition. 633-6078.

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TRADE–Stebbens Sidecar for 90cc Honda Trail Bike. Call ME 3-8892.

MUST SELL - 650 Twin Matchless 1954 $75.00 Call 782–6385.

1964 HONDA SUPER HAWK, Automatic starter, low mileage, Factory mod. 305 to 350cc. Good cond. Phone DA 4–0649 after 5:30 pm. Gardena $455 cash.

TRADE CLUNKER '52 Chevy for basket case or Gold Star, Triumph or Velo parts. Rob Harrison (714) 629–0665.

BUSINESS OPPORTNITY

Triumph-Yamaha-Bultaco dealership for sale. Good established store in the Orange county area. For information write to Box G, Cycle News, 6477 N. Long Beach Blvd., Long Beach, Calif.

FOR SALE – Micro Midget race car, full torsion bar, complete rebuilt. 15" alloy Velo engine. Fast main event car. Call PL 2-6723.

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For information leading to arrest & conviction of person or persons who stole 1967 Harley-Davidson M/C, Model FLH #1971, Lic. # DIR 1-A-22 Color: Blue & White. Owned by S&J Harley-Davidson and loaned to Cycle News. Stolen from Denny's Restaurant, 4th St., Ontario, California on Oct. 29, 1966. $100.00 reward for recovery of machine only. Contact Cycle News, Dutch Fielder, Phone: (213) 423-0431.

65 HD XLCH, CUSTOM PAINT, CUSTOM CHROME

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FOR SALE – 250cc Sprite Starmaker scrambles and 250cc Sprite 37/A trials machines. Used only in "Cycle World" road test. Big savings. 1446 N. Euclid Ave., Ontario. Call YU 4-8737 after 5 p.m.

65 BULTACO (Sherpa) 200cc, after 5. Call 714-521-0908.

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1964 DOT Square barrel excellent rail and desert bike. $425. (714) 544-4727.

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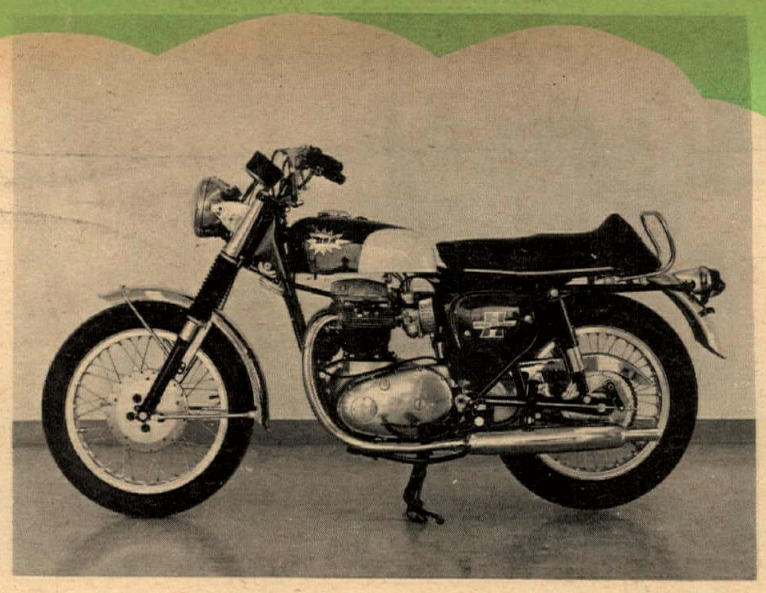

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